

The Hongkong Telegraph

(ESTABLISHED 1851.)

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October 3rd, 1912, Temperature a.m. 73, p.m. 70; Humidity...83, 80.

October 3rd, 1912, Temperature a.m. 83, p.m. 82; Humidity...70, 66.

THE FORECAST
FAIR
Barometer 29.95

No. 8908

庚申年八月廿四

FRIDAY, OCTOBER 3, 1912

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TELEGRAMS.

THE BALKAN FERMENT. WAR FEVER IN TURKEY.

Router's
(Service to the "Telegraph.")
London, October 3.
The war fever is spreading in Turkey, where the people are clamouring for war. All classes are eager to contribute to the war funds and are infuriated at the publication of despatches alleging that Moslems are being maltreated at Philippopolis (Bulgaria).
The proclamation of the Committee of Union and Progress promises the Government its support and the whole of its influence. The cabinet of Constantinople struck work on Sunday, but resumed because the Fatherland was threatened.
The representatives of 30,000 Albanians have telegraphed their readiness to fight for the Fatherland.
Greek warships stopped and took off the crews of two Greek steamers between Zoa and Constantinople.

GERMANY CALM.
Semi-official statements in Berlin are published to the effect that the Powers have long considered the possibility of this outbreak, but German is unconcerned, as she is confident that it will be localised. The statements rebuke the German bourgeois for going into a panic and giving a false idea of Germany's economic position.

PEACE EFFORTS.
M. Poincaré, the French Premier, at a diplomatic reception in Paris, spoke most strongly to the Balkan States. Italy also is counselling moderation to the capitals of the Confederacy. The Powers are not relaxing their efforts to arrest the mobilisation and effect a compromise between them and Turkey, subject to reforms being granted in Macedonia.

REFORMS WANTED.
The attitude of the Confederacy is evidenced by the semi-official pronouncement made in Belgrade declaring that the Confederacy does not seek territorial extension but to carry out the reforms which the Powers themselves undertook.

PIRING BEGINS.
Bulgaria and Serbia have stopped all railway traffic to Turkey. Passengers for Constantinople by the last train allowed to pass heard sharp firing at the frontier station of Mustapha Pasha.

A CONFERENCE.
Count Berchold has an hour's conference with the King of Greece.

A POSSIBLE RESULT.
Later.
The belief is expressed in many quarters that an outbreak in the Balkans would lead to immediate peace between Turkey and Italy, and this would free the Turkish Fleet and facilitate Turkish operations in several directions.

CONFLICTING DEMANDS.
Concerning the question of peace or war, it is pointed out that the difference between the demand of the Confederacy for an autonomous regime in Macedonia and Turkey's reform project is immense, the two being almost irreconcilable.

The Powers are making strong representations to Turkey, but are far from suggesting the adoption of the ideas of the Confederacy.

VESSELS HELD UP.
Greek and Bulgarian grain vessels destined to various Continental ports have been detained by Turkey.

Exporters and bankers at Rostoff have telegraphed to the Russian Premier urging him to take measures to induce Turkey to release the boats.

TELEGRAMS.

THE BALKAN FERMENT. HOPES FROM PARIS.

Router's
(Service to the "Telegraph.")
London, October 3.
M. Sazonoff, the Russian Foreign Minister, had lunch with President Fallières. Much is expected from the Paris conference regarding the Balkans.

STARTLING REPORTS.
To-day's reports include rumours of a Turkish attack on the Montenegrin frontier, the stoppage of Turkish aeroplanes and munitions by Serbia, and a statement that Roumania remains neutral.

PROHIBITION.
Router's correspondent at Constantinople says the Government has prohibited the export of cereals from European Turkey.

TELEGRAMS.

CHINESE FINANCE. LOAN FROM BELGIUM.

Router's
(Service to the "Telegraph.")
London, October 3.
A message from Router's correspondent at Peking states that a Belgian syndicate has arranged for a loan of ten million sterling in connection with the contract to construct a railway between Honan-fu and Sian-fu.
The loan will be secured on the railway, which will be built under foreign control.

AN M.P.'S ACCIDENT. THROWN FROM DOGCART.

London, October 3.
Mr. J. Dillon, M.P. for Mayo East, was thrown from a dogcart at Bullaghaderreen, Mayo, and sustained serious injuries.

TELEGRAMS.

THE STARVING TRICK. ANOTHER RELEASE.

Router's
(Service to the "Telegraph.")
London, October 3.
Gladys Evans, one of the Dublin suffragettes who was in August sentenced to five years' imprisonment for committing an outrage at the Theatre Royal, on the occasion of the visit of Mr. Asquith, has been released from gaol on similar grounds to Mary Leigh, who was sentenced at the same time and who was discharged from prison after refusing to take food for 44 days.
The release was the result of medical advice, the woman's condition being grave.

TELEGRAMS.

HOME RACING. JOCKEY CLUB STAKES.

Router's
(Service to the "Telegraph.")
London, October 3.
The race for the Jockey Club Stakes, run to-day at Newmarket over a distance of one and three-quarters miles, resulted as follows:—
Prince Palatine (O'Neill) 1; (Steadfast (Wootton) 2; Adamite (Maler) 3.
Nine ran. Won by half a length, five lengths separating second and third.
The betting at the start was:—5 to 1 against Prince Palatine, 9 to 4 on Steadfast, 25 to 1 against Adamite.
King William was ridden by Jones, Silesia by Wheatley and Lorezo by Whalley. Catmint did not start.

TELEGRAMS.

HOME POLITICS. NO HOME RULE PLEDGE.

Router's
(Service to the "Telegraph.")
London, October 3.
Mr. McKenna, speaking at Abertillery, denied the statement made by Mr. Pike Pease to a pledge having been given to the King that Home Rule would not be passed before an appeal had been made to the people. He also denied the rumour that there were dissensions in the Cabinet. The Cabinet was resolved to carry out its programme.
PREACHERS OF TREASON.
He had been besieged by enquiries as to how long certain Privy Counsellors would be allowed to preach treason. He said that these ardent offenders were skilled lawyers, who were most careful to keep on the right side of the law. Their speeches would not do much harm because they were not taken seriously.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.
Prince Palatine won the Jockey Club Stakes, beating Steadfast by half a length.
Convicts at Wyoming lynched a negro prisoner charged with assaulting an old woman.
Mr. J. Dillon, M.P., has sustained serious injuries as a result of being thrown from a dogcart.

LOCAL.

Three men were fined this morning for using false scales.
The half-yearly meeting of the Hongkong Jockey Club will be held to-morrow.
The Philharmonic Society will start their rehearsals about the middle of the month.
Two pilferers from the godowns, at Kowloon, were sent to gaol for seven days each, at the Police Court, this morning.

STRINGENT CRITICISM.

THE DELAY IN BUILDING THE NEW POST OFFICE.

COMMITTEE REPORTS THAT IT COULD HAVE BEEN AVOIDED.

The committee appointed to enquire into the causes which have led (1) to an expenditure on the new Post Office in excess of what was anticipated and (2) to delay in its completion, and (3) whether both results were unavoidable, or (4) were due to the methods employed in carrying out the work, have reported to the Legislative Council as follows:—
The cost of building the Post Office, as originally designed, was estimated, in the first instance, at \$525,000. This amount was increased to \$603,750, in consequence of Government deciding in July 1903 to add another storey to the building. The first estimate did not include the cost of the foundations. These a contractor, in November 1903, undertook to lay for \$134,000, but as the work proceeded it was found necessary to put in piles of greater length than had been contracted for, and to lay down a concrete and asphalt basement, whereby the estimate for the foundations was raised to \$168,000. Not until January 1908 was the work of laying the foundations complete. Meantime, Government had decided that all the mouldings to the level of the top parapet should be of granite, and had authorised the architects to use steel instead of wood where it was considered to be advantageous, and otherwise to allow for wood of the best kind. Accordingly the architects prepared a revised and more detailed estimate, based upon these modifications of the original proposals, and including the cost of heating, lighting, and various other necessary fittings. These modifications account for the estimate of the cost of the superstructure being increased by \$44,200 to \$647,950, and the total cost, inclusive of the foundations, to \$858,100. That was in May 1908, nearly two years after the original plans had been accepted. Tenders for the superstructure were then called for. The lowest received, and the one accepted, was \$13,900 in excess of the revised estimate. Two suggestions have been made to account for this increase. The first was that contractors almost invariably tender higher for Government work than for work to be executed by private architects. The second was that the building trade was then active: wages were high, materials were dear, consequently contractors fearing a continuance, or even an increase,

question of the adequacy of a tower built partly of brick to stand the weight of the proposed superstructure above the level of the roof. The question being then gone into, without reference to the architects, it was decided to pull down that portion of the walls built of brick and to substitute granite. The expense of building up these brick walls, and of pulling them down again, might clearly have been avoided by an earlier study of this most important question.

Summarising the main facts appearing in evidence furnished by the witnesses examined, viz., Mr. Chatham, Director of Public Works, Mr. Fisher, Executive Engineer, and Mr. Ram of Messrs. Denison, Ram and Gibbs, the consulting architects, the Committee finds that:—

(1) Increase of cost was due (inter alia) to conditions of the labour market, additions and alterations to plans and specifications which were approved by Government including various alterations on account of the clock tower, and to quantities being in excess of the original calculations. The total cost was not on the whole excessive having in view the style of construction. This leaves out of consideration loss of interest, of rent of old Post Office building, &c., entailed by the delay and any further claim which may yet be established by the contractor arising out of the same cause.

(2) The delay could have been avoided. The chief causes were as follows:—

(a) Detention by the Director of Public Works of the roof plans for a period of over two years, after which they were rejected.
(b) Differences of opinion between the architects and the executive engineer as to what drawings were required and also as to certain constructional requirements.

(c) The strained relations that existed between the architects and Mr. Fisher, the Executive Engineer in charge of the work for most of the time.

There were employed on the work (a) a firm of consulting architects who state that they were hardly ever consulted about changes in the plans and who also complain about the attitude of certain of the Public Works Department employees; (b) The Director of Public Works whose time was more than occupied with other matters and who therefore was unable to supervise the work with promptitude and (c) the executive engineer who complains of defective plans, the plans furnished by the architects on the one hand, and of indifference on the part of the Director of Public Works on the other, the latter having no real executive power, while his criticisms were ignored and he was furnished with insufficient assistance in carrying out the work.

As regards the clock tower the committee finds that avoidable expenditure was incurred. The tower was first of all built up to the level of the third storey, in granite, and carried up in brick to the level of the top parapet. Not until then did the Public Works Department go into the

(a) Mr. Fisher stated that he had to do a large amount of work in the way of drawings &c., which formed no part of his proper duty; (b) Mr. Fisher received instructions from the Director of Public Works which were liable to misinterpretation, and as to the carrying out of which, the Director of Public Works never subsequently made any enquiry; (c) The position thus created was not conducive either to the efficient, or expeditious, carrying out of the work. If it had been entrusted either to an efficient, executive engineer, or to the architects who designed the building, no delay need have occurred.

At various times during the period of construction of the Post Office, Mr. Fisher was employed on other work, viz., Courts of Justice, Harbour Office, Western Market, Quarters for District Officer, Tai Po, Yau-mai School, Stable and Approach at Tai Po, Volunteer Headquarters, Mortuary, &c., Kowloon, Time Ball Tower, Blackhead's Hill, Underground Urinal, Peak Road, Oh-luk in Kowloon, Land Office, Tai Po, Bungalow at Tai Po, Roof over Blake Pier, Market Kowloon Point, Stairs to Ball Room, Government House, Removing and refixing Statue of His Majesty the King.

He had for a portion of the time employed, two qualified engineers assisting him. It would have been preferable to have relieved Mr. Fisher of some of these works: in fact, to have divided them up among the staff of three, each one being responsible for his own share.

The committee finds in effect that a small part of the extra expense, and almost the entire delay was attributable to a bad system being worked in such a manner as to aggravate its worst features.

Accordingly the committee makes the following recommendations:—

(a) The Director of Public Works should be relieved of the less important routine work of his department, such matter being distributed among his assistants; he would then be able to inspect works in progress frequently and generally to give prompt and effective supervision to all branches.

(b) The works undertaken by the department should be under the direct supervision of engineers who should have sufficient power to ensure the details of the works being carried out properly, without undue reference to higher authority; each should have only such works in his charge as he can superintend effectively and be should be directly responsible for the execution of those works, under the general control of the Director of Public Works.

RE-BUILDING DELHI.

AN EXPERT'S ADVICE.

London, October 3.
Mr. Herbert Baker, a well-known South African architect, in an article to the "Times" extending to two columns, discusses the problem of building the new Delhi. He urges that the classic style of Inigo Jones and Sir Christopher Wren should be adapted to Indian conditions. The "Times" in an editorial, endorses the suggestion.

PRISON JUSTICE.

LYNCHED BY CONVICTS.

London, October 3.
A telegram from Rawlins, Wyoming, says that 150 convicts in the State prison lynched a negro prisoner charged with assaulting an old woman.
The convicts overpowered the guard, who were transferring the negro to another cell, tied a rope round his neck and dropped him over the balcony.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Gladys Evans, the Dublin suffragette, has been released from prison after a hunger-strike which made her condition grave.
A Belgian syndicate has arranged a loan of ten million sterling to China in connection with the construction of a railway from Honan-fu to Sian-fu.

Lecturing in London, on his recent visit to the Far East, Professor Sidney Webb declared that China seemed devoid of all the qualities of a great nation.

The Right Hon. Mr. McKenna denies the statement that the King has received a pledge that Home Rule will be submitted to the people before it becomes law.

Mr. Herbert Baker, the South African architect, urges that in building the new Delhi the classic style of Inigo Jones and Sir Christopher Wren should be adapted to Indian conditions.

The Balkan situation is still strained. Turkey is clamouring for war, and latest reports include rumours of a Turkish attack on the Montenegrin frontier. The stoppage of Turkish aeroplanes and munitions by Serbia, and the statement that Roumania remains neutral.

A man who burglariously entered a house and took \$131 worth of property, was sent to gaol for six months with hard labour, at the Police Court, this morning.

In connection with the Amateur Dramatic Club a couple of performances of "A Pair of Spectacles" is to be presented by local amateurs in the Theatre Royal on Oct. 25 and 26.

A piece of bamboo fell from the first floor of a house at West Point on to a man in the street, and he had to be taken to the hospital. The inmates of the house paid him \$4 compensation.

The police have made another haul of opium this time from the Prince Waldemar. A man charged at the Police Court to-day, with being in possession of the opium, valued at \$1,225, and also with endeavouring unlawfully to export the same. He was fined \$500.

Mr. Denman Fuller, the Cathedral organist, commenced his series of winter organ recitals on Oct. 16 at 5.30 in St. John's Cathedral. The recital will be Mrs. Bowen who will sing "Hear ye Israel" from Elijah and "Praise thou the Lord" from Handel's "Messiah".

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MAX LINDER,

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MISS ADA ROWLEY

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Popular Prices, R.H.S.

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ONE NIGHT ONLY

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OF BOSTON.

Booking at Messrs. Montie & Co.

Prices of admission, 3s, 2s, 1s.

Hongkong, 29th Sept. 1912. [70]

Notices

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IN AID OF

**The Orphans and the Home
for the Destitute.**

The Superiors and Sisters of the
Italian Convent have the honour to
announce that their

Annual Sale of Needlework,

comprising Ladies' and Children's
dresses, embroideries, table covers,
handkerchiefs and a variety of articles
suitable for presents, will be held at the
Convent on the

1st, 2nd, 3rd, 4th and 5th
October, commencing each day at
10 a.m.

A Special Feature of this year's Sale
will be a Children's Stall on which will
be displayed a fine assortment of Sweets
and Chocolates specially selected from
the Manufacturers in Switzerland. This
Stall is certain to delight the little ones.
Charming little packets of confectionery
can be had for five cents each. Besides
these, there will also be a large range of
bonbons all done up in fancy and dainty
boxes of attractive design. Every one
of these boxes is moderately priced.

The Superiors and Sisters beg to
solicit the patronage of a generous
community to aid the work of providing
for the maintenance of the large number
of Orphans at the Convent and its out-
lying branches.

ITALIAN CONVENT.

28, Colson Road.

Hongkong, 29th Sept. 1912. [40]

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EASTWARD.

The S.S. "FULTALA," 4,154 tons, Capt. A. J. Evans, will be de-
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be followed on the 25th October by S.S. "ITOLA," Captain Tucker, taking
Cargo and Passengers at current rates.

WESTWARD.

The S.S. "OKARA," 5,841 tons, Capt. A. J. Evans, will leave Hong-
kong for SINGAPORE, PENANG and RANGOON on the 4th October, at
Noon, followed by S.S. "FULTALA," 4,154 tons, Captain H. W. Tallent,
on the 8th November, at Noon, taking cargo at current rates.

The "Fultala," has excellent saloon accommodation for passengers and is
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JARDINE, MATHESON & CO., LTD.,

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Pioneers in the Design and Manufacture of
PRESSED STEEL UNDERFRAMES and BOGIES and ALL-
STEEL RAILWAY WAGONS.

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THE TAIKOO DOCKYARD & ENGINEERING CO.,

OF HONGKONG, LTD.

Agents

BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911. [42]

Hotels

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A LA CARTE GRILL ROOM.
Now Open

Hongkong, 20th April, 1911.

J. H. TAGGART,
Manager. [26]

GRAND HOTEL.

NOTED FOR THE BEST FOOD, ACCOMMODATION, CLEAN-
LINESS, AND COLD DRINKS.

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Tel. 197. F. REICHMANN, Proprietor. [62]

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QUEEN'S ROAD, HONGKONG.

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Cuisine under the supervision of an Experienced FRENCH CHEF, and
separate Tables, Hot and Cold Baths, Electric Light throughout. Terms
moderate. First Class accommodation for Families and Tourists.
For particulars and rates apply to PROPRIETORS.
Telephone, 170 Telegram: "Astor." [24]

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Sessions: 10 a.m. to 12 Noon, 2 p.m. to 4 p.m. Admission 25 cents.
5 p.m. to 8 p.m. 8 p.m. to 11 p.m. Admission 50 cents.
String Band will play at the above Hotel every Sunday, commencing from
4 p.m. to 10 p.m.

W. GALLAGHER, Manager. [2]

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A FIRST CLASS HOTEL.

Under European Management.

Electric Light and Lifts.

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Telephone 378.

H. HAYNES,

Manager.

Hongkong, 1st Aug. 1912. [55]

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Portland Cement

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In Bags of 250 lbs. net.

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General Managers.

Hongkong, 19th August 1901. [54]

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TAIPEH, FORMOSA.

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EXCELLENT CUISINE AND
GOOD SERVICE. RATES
6 YEN AND UP.

Unfurnished hotel, porter meets all
trains and steamers. Luggage ar-
ranged for without any trouble to
guests.

Hongkong, 1st Feb. 1912. [132]

THE FAMINE IN CHINA.

EIGHT Families District with an
area of 40,000 square miles.

TWO and a half million people
facing starvation.

PLEASE SEND YOUR CONTRI-
BUTION TO-DAY.

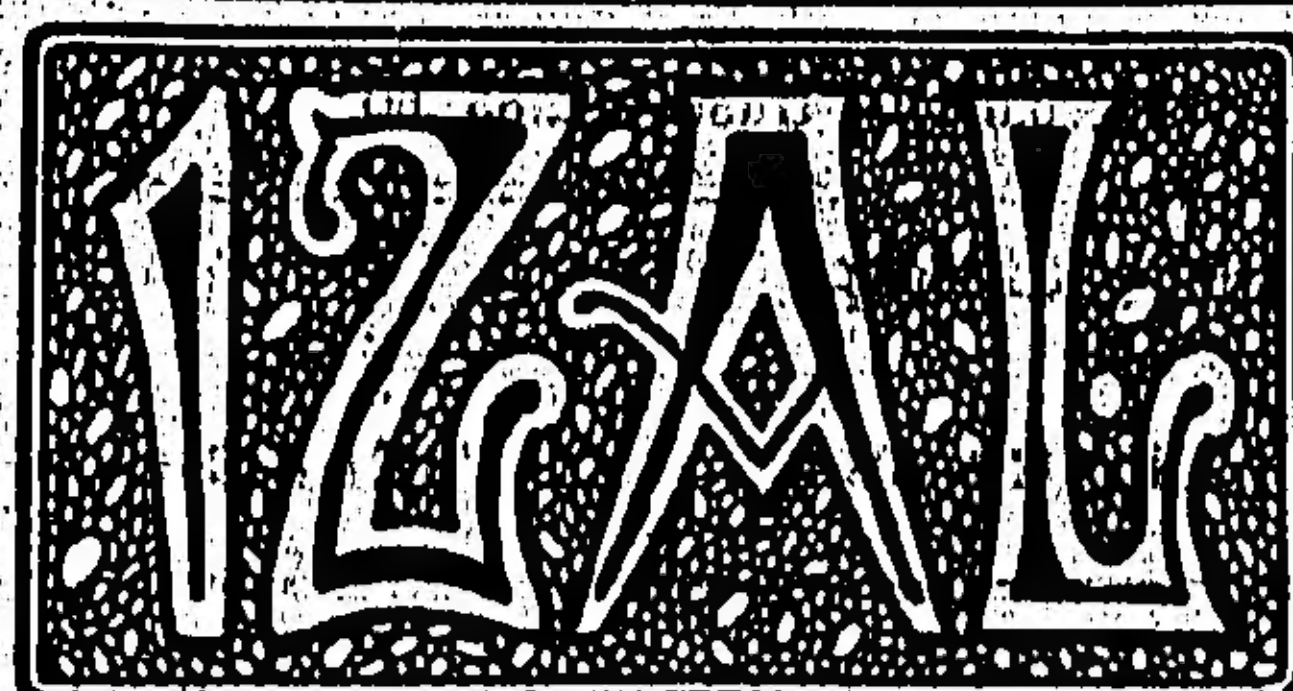
IT WILL HELP TO SAVE LIFE.

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Manager, International Red Cross
Committee, Shanghai.

Hongkong, 24th January, 1912. [11]

Notices



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water instantly stops infection from
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and KUALA LUMPUR.

Hongkong, 25th January, 1912. [46]

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The LAST WORD in Motor Cars "THE OVER-
LAND," America's Best, a THOROUGHLY HIGH
CLASS, well finished car, at a moderate price.

Sole Agent

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Entertainment

VICTORIA THEATRE.

SUNDAY, October, 6, 1912

The Great Sporting

Picture of the

BOXING CONTEST

Between

MOREAU AND PATTY

18 ROUNDS.

EVERY BOUT DISTINCT

AND CLEAR.

Other Beautiful Pictures.

Hongkong, 4th Oct., 1912. [562]

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7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	10 min.
10.00 a.m. to 11.00 a.m.	10 min.
11.30 a.m. to 12.45 p.m.	15 min.
12.45 p.m. to 1.15 p.m.	10 min.
1.15 p.m. to 1.45 p.m.	15 min.
1.45 p.m. to 2.15 p.m.	10 min.
2.15 p.m. to 3.00 p.m.	15 min.
3.00 p.m. to 4.10 p.m.	10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to

11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m.	
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	10 min.
11.45 a.m. to 12.00 noon	15 min.
12.00 noon to 1.00 p.m.	10 min.
1.00 p.m. to 3.00 p.m.	15 min.
3.00 p.m. to 5.00 p.m.	10 min.
5.00 p.m. to 7.00 p.m.	15 min.
7.00 p.m. to 8.10 p.m.	10 min.

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OUR
CONTEMPORARIES.

Daily Press.

General Nogi's Suicide.
Much has been said about the
spirit of Bushido and the moral
lesson to the country given by the
General in his death; which, ac-
cording to this view, was a pro-
test against the decay of the
Yamato spirit. That very vague
cult of chivalry known as Bushi-
do, however, receives so many
varying explanations that it is
difficult to say what it sanctions
and what it does not. The "Japan
Times," a paper edited by Japa-
nese, strongly denies that Bushi-
do sanctions suicide. Bushido,
according to this authority,
means doing one's duty to the
best of one's ability, and General
Nogi, in deserting the young
Emperor, was therefore guilty of
giving way to his own emotions
to the neglect of his duty.
Other papers again look upon
suicide as an essential part of
Bushido in wiping out any dis-
grace. Death is from this point of
view an atonement—an idea, it
may be suggested that is not al-
together unknown in the West.
It will thus be seen that there is
unanimity among the Japanese
themselves, and in these circum-
stances to state that the West can-
not appreciate the General's idea
in committing the act is merely
to say that both West and East
are equally mystified. All we
can say is that General Nogi's
life was his own, to live or take
as he thought best. "When all
is done," wrote Sir William
Temple, "human life is, at the
greatest and the best, but like a
froward child that must be played
with and humoured a little to
keep it quiet till it falls asleep,
and then the care is over." It
was to meet this sleep and to gain
freedom from care that General
Nogi went.

South China Morning Post.

The Financial Review.

Notwithstanding the disturbed
condition of neighbouring terri-
tories due to the revolution, the
colony survives a year, disappoint-
ing in many respects to business
people, with a handsome surplus
of \$512,803 and passes on to an-
other financial year with a balance
of assets amounting to no less
than \$2,339,732. The chief fea-
ture of such an agreeable state of
affairs is that the Government is
enabled with equanimity to
contemplate embarking upon
certain expensive schemes which,
for lack of the where withal
and for other reasons, have
been held in abeyance for some
years. Notable among these is
the proposal to erect a wireless
station in Hongkong. The Im-
perial scheme of linking the
colony with the Empire chain is
deferred indefinitely, but when it
materialises, as it no doubt will
some day, it will not in any way
mitigate against the usefulness of
the local station which is now
proposed to be erected, nor will
the local station affect the Im-
perial and commercial purposes
of the larger and more costly
installation. The one will be
purely for ship to shore work,
the other for linking up this
remote outpost with other parts
of Empire. The former con-
stitutes the first and most im-
portant requirement of Hongkong
in the matter of wireless and the
business community of this colony,
whose interests are so largely
involved with those of the mar-
cantile marine, are therefore ex-
tremely gratified at the tone of
His Excellency's announcement.
A public station capable of com-
municating with ships for a
radius up to only 600 miles is
not likely to prove any stumbling
block to the larger scheme as was
suggested by Mr. Pollock, but will
nevertheless be a tremendous
boost to shipping and business
interests. It is hoped that no-
thing will stand in the way of
the scheme, which involves an
estimated outlay of \$100,000,
and that it will be completed
with the least possible delay.

GENERAL NEWS.

Consular Change at Shanghai.

Mr. Bergholz, lately American Consul at Canton has been appointed Consul-General at Kingston Jamaica, and Mr. Cheshire is appointed to Canton as Consul-General.

Cholera in Osaka.

Sept. 21.—Three more cases of cholera are reported from Osaka, one being an engineer on the South Manchurian Railway who arrived from Dairen by the s.s. Tainan-maru on the 18th inst., and put up at a hotel near Nippon-hashi. He died yesterday afternoon. A maid in the hotel caught the disease and also died, while another guest, one Kawamura, a dealer in piecegoods, who recently arrived in Osaka from Shimonoseki, is suffering and in a critical condition.

Proposed Organization of Garrison for Chosen.

The proposed organization of two new army divisions as the standing garrison for the Peninsula of Chosen is now under heated discussion says the "Manchuria Daily News." The military authorities are, however, conducting the negotiations for the purchase of lots of land for the purpose at Ryuzan, Pingyang, Hakubasan, Huining and other places.

Mr. Enoch Edwards's Estate.

Mr. Enoch Edwards, M.P. for Hanley, and president of the Miners' Federation of Great Britain, who died on June 28, left the whole of his property, which he valued at £3,192, in trust for the education and support of his son, William Arthur, until he attains 21 years of age; and then for his sons James Henry, Enoch Albert, and William Arthur equally. Probate is granted to William Carlidge, of Waterlool-road, Burslem.

Buffaloes v. Train.

An extraordinary accident has taken place on the Siam Southern Railway at Kram among those injured being Mr. G. Canova, the superintending engineer. The train was approaching Kram when a herd of wild buffalo was seen in the distance. The whistle was sounded and the animals, although at a considerable distance away, immediately charged the approaching train. It was derailed and a number of the passengers were severely injured, one dying almost immediately. Mr. Canova was badly hurt.

The Proposed Sarawak Committee.

Advertising to the Sarawak committee which it is proposed to form in London "to provide for the support of the Government in Europe against those who might wish to intrude against and injure the independence and integrity of the country" the moment will, a writer in the "Observer" remarks, be successful in proportion as public opinion can be aroused to sympathy with the little country which represents the most picturesque and most successful experiment in the government of coloured races by a white with the full consent of the governed, over made in the world's history. It will, adds our contemporary, be a deep disgrace to England if, through ignorance and carelessness, the independence of Sarawak is allowed to be destroyed through a money-making intrigue.

Indian Opium Question.

The government of India notifies important changes in the internal opium policy, especially in connection with smoking and the preparation of smoking material, both of which it invites the provincial governments, including Burma, to prohibit absolutely by legal enactment when practiced in saloons or gatherings numbering more than two persons. The government negates the proposal to prohibit individuals from smoking as being at present impossible and involving inquisitorial methods, but proposes to reduce the amount of opium which an individual may lawfully possess, and to increase the price of opium sold by the government with a view to discouraging all cases from the consumption of smoking. The rules for the sale of opium and allied opium compounds are also revised with a view to making a few words of

THE HARBOUR SWIM.

Interesting Contest for the "China Mail" Cup.

[Owing to pressure on our space the following report was held over yesterday.]

The swimming race across the harbour, for the cup annually presented by the "China Mail," took place on Wednesday at 5.30 p.m. Nineteen entries were on the card, but Hall and Moss were absent. The starting-point was Kowloon police pier, and round this spot was a goodly number of launches laden with enthusiasts who gave the competitors a rousing send-off. Mr. Frank Lumiere acted as starter.

The conditions governing such a swim could hardly be expected to be perfect; Chinese sampan folk and wheelmen of launches are slow to enter into the spirit of the sport, and thus the course is at any time liable to be fouled. On the whole, however, the swimmers had not a great deal to complain of. There was sufficient breeze from the S.E. to stir up a slight chop on the water, but the men did not appear to suffer more than slight inconvenience from this. The entries were as follow:—

Y. Abbas, A. V. Barros, B. W. Bradbury, A. A. Claxton, F. Coleman, Gr. Colmer, R. G. A. Gr. Court, R. G. A., P. Daily, K. O. Y. L. I., A. H. Gifford, L. S. Hyndman, R. Lee, P. Miller, K. O. Y. L. I., W. B. Muskott, Br. Nutty, R. G. A., P. Smith, K. O. Y. L. I., L. C. R. Souza, F. M. Cruz.

Various launches followed the race, and the Praya on the Hongkong side was densely crowded, but we should have liked to see even more general public interest taken in the event. Hongkong, however, as we have observed before, is not readily roused to enthusiasm.

In certain quarters Claxton seemed to be a favourite, but those best-informed were of opinion that he was too much off training to hold his own against such an opponent as Bombardier Nutty. With the exception of one laggard, the men kept well together during the first fifty or sixty yards, Nutty leading by a trifling distance only; but very soon the gunner was seen to be markedly increasing the distance between himself and the second man, and Claxton could be counted sixth. Nutty's lead speedily increased to twenty yards and, by the time a quarter of the course was covered, to at least fifty.

It was here that he began to fall a little out of the direct line, and not a few others unconsciously followed his example, bearing several yards too far seaward. A general struggle was now becoming evident; men tailed off in twos and threes, the distance between the leader and the next two becoming more and more pronounced. Nearing the Tamar, Nutty made a quick bend for the line again, leaving the vessel on his left. As he passed H.M.S. Newcastle he seemed to be feeling the run of the tide considerably; more even than the second and third men, who were then close together, but over a hundred yards behind the foremost man. The latter, still keeping up his vigorous overstroke, now made a dead line for the V.R.C. and was soon seen to be quickening his stroke, appearing now as fit and fresh as when he entered the water. The second and third men followed pluckily, but Nutty continued to widen the space between himself and them, and, on reaching the winning-post, was a good deal more than a furlong ahead, having accomplished his swim in 30m 28.2.5 sec., and thus beating Logan's time in last year's race by nearly three minutes. The struggle for second place, between Lee and Miller, was a keen one, Lee eventually coming in about twelve seconds before the K.O.Y.L.I. men.

Seen immediately after the race, Bombardier Nutty looked the picture of fitness, and spoke very lightly and modestly of his achievement.

Later, a large company of sportsmen, together with a fair number of ladies, assembled in the gymnasium of the V.R.C. to witness the awarding of the prizes. Mr. W. Logan, President of the Club, (who, with Mr. A. Hodger and Dr. C. Forth, had judged the race), spoke a few words of

congratulation to the three winners, mentioning incidentally that this was the fourth time that the first prize had been captured by a Service man. Bombardier Nutty, he said, had done well to win in so short a time, seeing how far he had gone out of his course; but for this, he might well have equalled, and perhaps beaten, the 1908 record, of 20 minutes. Mr. Logan then asked Mrs. Bryson, the wife of the Secretary of the "China Mail," to distribute the prizes, which were:—

1st—Silver Cup—Bombardier Nutty R.G.A.
2nd—Silver Cup—R. Lee.
3rd—Silver Cigarette Case—Pte. Miller K.O.Y.L.I.

At the close of the proceedings a bouquet was presented to Mrs. Bryson by the president of the Club. The following are the results of previous contests:—

1906. Gr. R. Brotherton, R.G.A. 27.42 4/5.
1907. A. E. Thomas, H.M.S. Tamar. 28.50 4/5.
1908. A. E. Thomas, H.M.S. Tamar. 26.
1909. C. J. Cooke, Hongkong. 29.26 2/5.
1910. T. Logan, Hongkong. 28.58 2/5.
1911. T. Logan, Hongkong. 33.16 2/5.

SPORT.

Second Division League Meeting.

The annual meeting of the second division of the Hongkong Association Football League was held on Wednesday Mr. H. Marsh presiding. Among those present were Mr. A. R. Ellis, Hon. Secretary, representatives from the K.O.Y.L.I. Submarine, 83rd Co. R.G.A. 88th Co. R.G.A. Boys Own Club, H.M.S. Tamar, H.K. Police, and the V.R.S.

The Secretary, Mr. Spill, Mr. Moss and Mr. Woods were elected as the Committee for the ensuing year.

The entries for the league close on October 21st, and the season commences the first week in November.

It was decided that notice of twenty-four hours should be given to the Secretary, the referee appointed and the opposing team regarding the postponement of a match. If this regulation is not carried out two points will be awarded the opposing team.

The meeting closed with votes of thanks to the chairman and the Secretary.

SOLDIER'S FALL.

Private Harry Stephenson, K.O.Y.L.I. was charged before Mr. E. A. Irving, at the Police Court, yesterday, with stealing a Japanese handbag from a shop No. 2, Queens Road East, last night.

Prisoner pleaded guilty. Inspector McHardy:—He went into this shop at eleven thirty at night—it was closing time—and asked to see a handbag. He was looking at this one (produced) and asked to see some others. Whilst the man was looking for some more to show him he made off with this one.

Mr. Irving:—Was he sober?

Inspector McHardy:—Yes, perfectly sober.

Mr. Irving:—Anything to say? Prisoner:—No, Sir.

Mr. Irving:—One month hard labour.

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Hongkong, 3 d Oct., 1912 723

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TO LET. Houses in Austin Avenue, Kowloon, immediate possession. Apply A. Raymond, of S. J. David & Co.

Hongkong, 1st Oct., 1912. 719

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The plan can be seen and all particulars obtained at the Offices of Messrs. PALMER & TURNER, Alexandra Buildings, 3rd Floor.

Hongkong, 30th Sept., 1912. 708

MODREENAGH, 21 The Peak. For six months from 1st November. Apply Property Office, Jardine, Matheson & Co., Ltd.

Hongkong, 3rd Sept., 1912. 689

TO LET LARGE substantially built, Godown situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd.

Hongkong, 18th Aug., 1912. 688

TO LET on 2nd Floor No. 2, Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd.

Hongkong, 22nd Mar. 1912. 681

Lullaby by Telephone.

The responsibility for the whole of this story rests with the "New York Tribune"—Staubenville, Ohio, Aug. 23.—Putting babies to sleep by telephone is the latest innovation in social circles here. This method of quieting fretting youngsters whose mothers leave them at home while they enjoy bridge was introduced by Mrs. Harry G. Zanier while attending an afternoon party. The nurse 'phoned to Mrs. Zanier that the baby had been crying for an hour and that she could not quiet it. Mrs. Zanier gave a few hurried instructions to the nurse. A moment later the guests were surprised to hear Mrs. Zanier singing a soft lullaby in the transmitter. The baby had been placed in a basket on a stand near the 'phone, the receiver close to its ear, and it was lulled into dreamland by the soothing tones of the mother's voice. In five minutes she had resumed her place at the card table.

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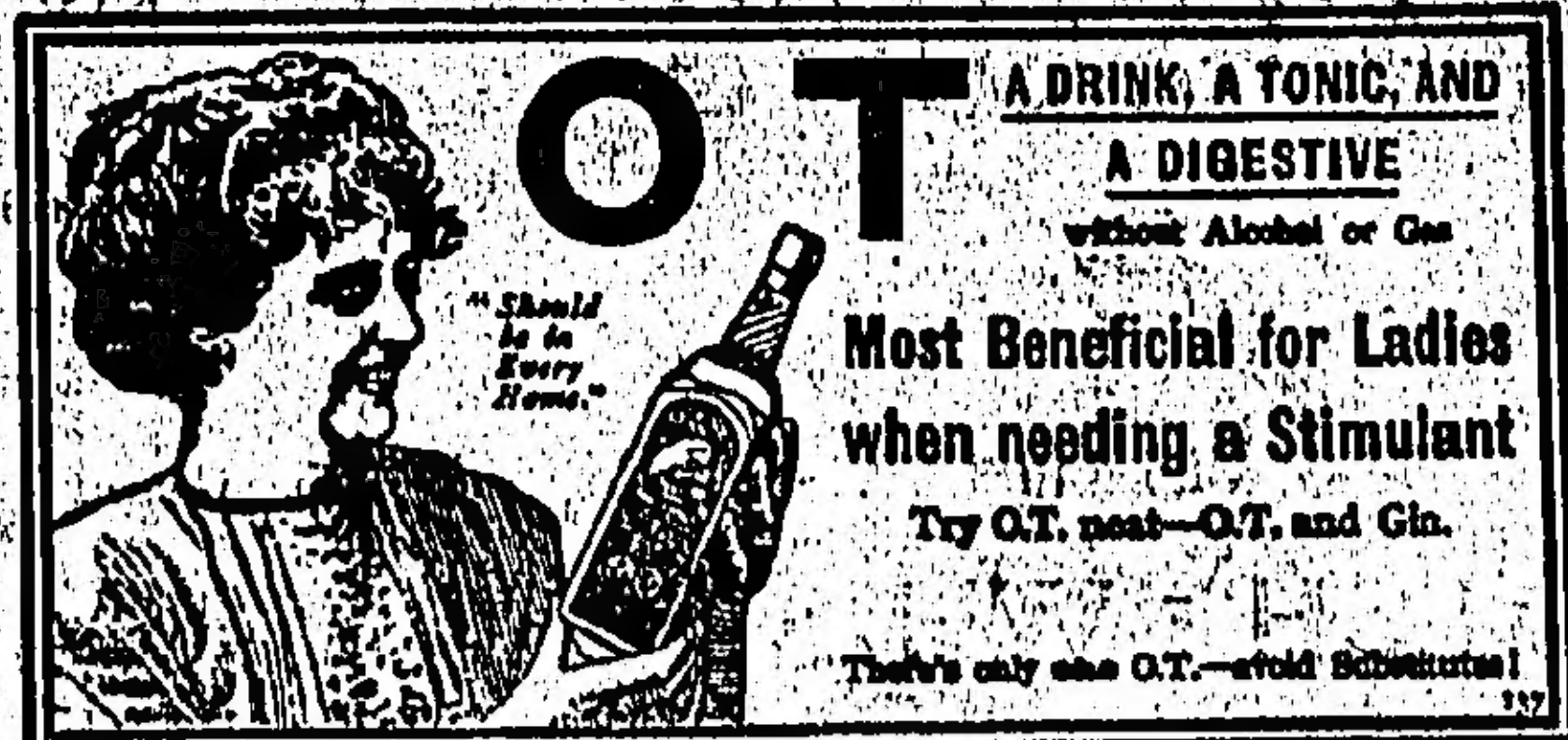
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Add a small quantity of O.T. with crushed ice if desired, to any aerated beverage to improve the flavour and form a blend that is most grateful and more powerful in allaying thirst. A small quantity of O.T. improves the flavour of whisky or gin in a remarkable manner and lessens the intoxicating effects.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, OCTOBER 4, 1912.

THE BUDGET STATEMENT.

The first Budget statement submitted by H. E. the Governor yesterday is a notably clear and interesting review of the Colony's financial position. It is essentially a business-like statement, avoiding everything in the way of forensic eloquence and presenting facts and figures plainly and interestingly. The tenor of it may be expressed in a few words; the Colony is sound financially; there is a considerable balance on hand; and that balance, judiciously managed, will permit of certain necessary schemes being carried into effect.

It is impossible, at the moment, to do more than glance at a few of the points covered in the speech. We may, however, remark on the proposed increase in police expenditure of \$103,935. That is mainly due to additions to the establishments which have become necessary by reason of an enlarged force. There is ample need for the strength of the force being raised, in the light of recent events, and it is to be hoped that the addition to the estimate will result in largely increased efficiency. His Excellency paid a well-merited tribute to the troops for the excellent work they did during the period of unsettlement attendant on and following the Revolution in China. Useful as patrol work on the part of the troops may be, however, the authority of the police should nevertheless be unquestioned; and it was questioned more than once during the period already referred to. A strengthened police force is therefore welcome.

But by far the most interesting point in His Excellency's speech was that in which he dealt with the provision for a radio telegraphic installation. We are bound to say that this part of the Budget statement is somewhat disappointing, though that is no fault of His Excellency's. The Government consider that all that is necessary at present is a station for ship to shore communication with a range of not less than 600 miles under favourable conditions. That announcement, coming hard on the heels of a speech by the Postmaster General which raised hopes of an Empire chain of wireless, is rather regrettable. Admittedly, as His Excellency put it, "what this port really requires is the means of ship to shore communication," but a high power station, if not actually imperative, would be of immense service to the Colony. The value of linking up Hongkong by wireless with places within a range of 1500, or 2000 miles need not be stressed. From a naval point of view alone, to be able to get into direct touch with Singapore, Shanghai, and Wei-hai-wei, for example, would be immensely to increase the value of the Far Eastern Fleet. But that, after all, is the business of the Imperial Government, and the utmost that the Government can do is to urge the matter upon the Home Government, so far as lies in its power. If the great scheme of an Imperial wireless chain is not proceeded with shortly, it is bound, in the very nature of things, to be postponed in time. And Hongkong will share in its benefits when it does come. Meantime the provision of a station useful to shipping is satisfactory in itself, though it may somewhat disappoint in its relation to what had been half hoped for.

DAY-BY-DAY.

The next thing into getting into debt is out of it.

U.S. Cruiser Arrives.

The U. S. cruiser, Cincinnati, arrived to-day from Foo-chow.

Vice-Consul's Visit.

Mr. A. P. Thompson, U. S. Vice-Consul for Foochow, arrived to-day on board the cruiser Cincinnati. He leaves for Shanghai by the Monteagle to-morrow, on vacation.

Fine Glassware.

Those of our readers who are interested in cut glass should not fail to visit Messrs. Kuhn and Komor's shop in Queen's Road. Mr. Kuhn has just received from America a large consignment of very beautiful glass. An inspection of this consignment will well repay the lover of things artistic.

Consented to Judgment.

This morning in the Summary Court Mr. M.J.D. Stephens appeared on behalf of Messrs. A.S. Watson and Co in a case where the company are suing E.A. da Silva to recover the sum of \$10.30 for goods sold and delivered.

Mr. Lee D'Almada Castro appeared for the defence and consented to judgment, instalments being ordered.

Sir Francis Pigott.

A rumour, apparently well-founded, is going the rounds to-day that Sir Francis Pigott has definitely been appointed Judicial Advisor to the Chinese Government. If this should prove to be true, we congratulate the ex-Chief Justice on his new appointment.

Hongkong Rifle League.

Mr. Northcote, secretary of the Hongkong Rifle League, is ready to receive entries for the coming season, 1913. There is a very handsome trophy to be competed for, presented by Mr. K. A. Bellios.

Curtis Hydro-Aeroplane.

We publish on this page an interesting interview with Mr. Younger, a "Birdman," who has just been refused permission to "fly" over the Colony. We wonder what would really happen to Mr. Younger if he should give an exhibition in Canton or Macao, and be wuffed, quite accidentally of course, by the gentle breeze that sometimes blows across Hongkong Harbour and the fortifications. Would one of our red turbaned heavy-booted Sikh policemen (the kind the would be burglar listens for in the stillness of the night—still, but for a quarter of a mile away noisy boots) be sent flying after him with a net? Eh? It would be funny wouldn't it?

Cricket.

A match will take place on Saturday October 5 on the Hongkong Cricket Club ground between Possibles and Probables, play to commence at 2 p.m.

Possibles.—W. C. D. Turner, A. N. Joseland, Lt. A. G. White, E. A. Fowler, Corp. Dempsey, W. J. Warburton, Lt. N. J. Williams, G. B. Sayer, M. A. Maas, S. S. Moore, B. Chapman, A. N. Other. Probables.—H. Hancock, Corp. Tavernor, R. E. O. Bird, E. B. Reed, Hon. C. Nevins, S. H. Dodwell, Capt. R. D. Crawford, J. W. Stephenson, Jellie, R. P. Thursfield, C. C. Clarke, E. Beswick, E. J. McNulty.

FOREIGN COAL IN INDIA.

The Fukuoka "Nichi Nichi" states that the coal supply in various parts of British India is short, owing to the railways being congested by the carriage of agricultural produce, due to an exceptionally rich harvest.

Australian, Borneo, and Kyushu coal is in great demand. A contract has been signed for the shipment of North-eastern Kyushu coal, to the amount of 140,000 or 150,000 tons to Colombo, Bombay, and India, delivery extending until next spring. Early this year the Chikugo collieries realised a long-cherished ambition by exporting coal west of Singapore, shipments amounting to 300,000 tons being made to Colombo, owing to the coal strike in Great Britain, and they look upon the present situation in India, as a further fulfilment. Stocks at Moji and Wakamatsu are being reduced, and prices show a corresponding tendency to advance. The stocks at Moji on the 15th inst. comprised 53,446 tons of lump, 44,015 tons of mixed, and 50,424 tons of dust, showing a total decrease of 1,504 tons on the quantity on the 31st.

At the Police Court, this morning, a boy was sentenced to twelve strokes of the birch and four hours' stock for cutting and wounding another boy on a coal junk at Wanchai. The complainant and the defendant were both bound over to keep the peace for twelve months.

Mr. Younger is staying at the Grand Hotel.

Stocks for Boy.

At the Police Court, this morning, a boy was sentenced to twelve strokes of the birch and four hours' stock for cutting and wounding another boy on a coal junk at Wanchai. The complainant and the defendant were both bound over to keep the peace for twelve months.

FORBIDDEN FLIGHT.

Well-Known American Aviator Refused Permission.

Mr. W. C. Younger, now of Manila, but originally from St. Louis, Mo., arrived to-day by the a.s. Nile with a Curtiss Aeroplane with which he had hoped to "fly" in Hongkong; but he has been forbidden by the Military authorities. The reason, he was given to understand—is that the fortifications must not be seen, even by a Birdman!

Mr. Younger is one of America's foremost aviators, and has achieved a well deserved reputation on the Pacific Coast for his daring flights.

When seen to-day by a "Telegraph" representative, Mr. Younger said:

"I am disappointed that I am not permitted to fly here, as the harbour would have given me an excellent opportunity to demonstrate the progress that has been made in the building of air machines, and I could easily have 'climbed' the Peak without paying fare on the railroad! However I am not permitted—so there is the end to that!"

Continuing—as to his career as a Birdman, Mr. Younger gives us this interesting information:

"I have been in air work for two and a half years and was granted my license as a 'Sky Pilot' on Sunset Field, Alameda, California. I have two machines at present—both of them of Curtiss' manufacture. The one that is now being transhipped from the a.s. Nile to the ship that steams for Manila to-morrow, is of the older Curtiss type; but I have broken height and time records with it. My new one is equipped with a 60 H. P. Hall-Scott, 8 cylinder engine, and I shall attain a speed of 65 miles an hour, carrying 3 passengers, with it. The new development of the Curtiss' plane is that it is both a Hydroplane and a land machine. That is to say that I use either bicycle wheels or the 'water floats'—depending upon what sort of a country—or sea—I have to cross. On this machine is installed that which I consider to be the most wonderful step towards the aviator's safety, viz: The Curtiss' new automatic stability device, that renders the upsetting of the plane almost an impossibility—I will be able to carry sufficient gasoline for 5 hours, at the rate of 65 miles per hour, continuous flying."

When asked about any accidents that he had had, the Birdman answered:

"Just before I left California to come out here I was asked to give an exhibition flight. It was blowing hard, and the air was thick with sand, but I started. Every thing went well on the first two laps; then the air was so thick that I could not keep my direction, and I fished up—'Bang!'—against the only obstruction on the field—a 40 foot flag pole! When I crashed into it I grabbed the smooth stick with both arms, and had the good fortune to be able to slide to the ground without a scratch—though my machine was smashed to kindling wood. That is the only really narrow squeak that I have had, although my hair has almost 'stood on end' in what we call 'air holes' at great altitudes, when the machine drops out from under one's feet for sometimes as much as 300 feet. It is not a nice feeling, I assure you!"

"In aviation, as in everything else, a cool, level head is the one great essential!"

In reply to a question as to whom he thought to be the best Birdman still alive, Mr. Younger said:

"Curtiss, by all means! He takes no fool chances, yet manages to break records, and he does not do the idiotic things that only result in frightful deaths, and prejudice the public against the work."

Mr. Younger is staying at the Grand Hotel.

Stocks for Boy.

At the Police Court, this morning, a boy was sentenced to twelve strokes of the birch and four hours' stock for cutting and wounding another boy on a coal junk at Wanchai. The complainant and the defendant were both bound over to keep the peace for twelve months.

Mr. Younger is staying at the Grand Hotel.

Stocks for Boy.

At the Police Court, this morning, a boy was sentenced to twelve strokes of the birch and four hours' stock for cutting and wounding another boy on a coal junk at Wanchai. The complainant and the defendant were both bound over to keep the peace for twelve months.

OPIMUM CAPTURE.

Another Haul on an Australian Steamer.

The police have been successful in making another opium haul on an Australian steamer, this time the Prinz Waldemar. They have also been able to charge a man with being in possession of and trying to export \$225 worth of the amount found. There is \$2,275 worth of the drug which cannot be connected with any particular person.

At the Police Court this morning a man was charged with being in unlawful possession of 245 taels of opium valued \$1,225, on board the a.s. Prinz Waldemar, and also with endeavouring unlawfully to export the same.

L. S. Wills prosecuted and Mr. Lewis of Messrs. Johnson Stokes and Master defended.

A Saloon Boy.

A Chinese constable said he was on board the a.s. Prinz Waldemar this morning and saw the prisoner carrying the hand-bag, produced. Witness stopped him and asked him what was inside the bag. Prisoner replied "nothing." Witness then opened the bag and found it contained a quantity of opium. Close by where witness stopped him a basket was found containing ninety-one tins of opium. Witness asked him of the other basket belonged to him and he said no. He seized the defendant, ordered a coolie to carry the bag and took them to the station. There were forty-nine tins in the bag.

By Mr. Lewis:—Defendant was a saloon boy. He had not seen him on the ship previous to his arrest. The vessel was discharging and landing but he did not see a number of lighters and launches alongside.

Mr. Lewis:—I put it to you that you arrested this man when he was standing by the side of the bag, and that he hadn't it in his hand at all?

Witness:—He was carrying it. Not on the deck. The witness denied that defendant had told him it had been handed up from a lighter and that he offered to go into the latter and point out the man who handed it up. It was not true that shortly afterwards a second man who was pointed out as owing the opium was arrested and afterwards let go.

He did not refuse to go on the lighter. The opium was in the prisoners hand and not on the deck.

For the defence Mr. Lewis contended that the prisoner only handed the bag to put it on the deck as it was handed up to him from a lighter. He understood that another man had been arrested by the constable but let go.

L. S. Wills:—These cases are getting very common on the Australian steamers and when they get to the other side they are heavily fined.

Defendant then gave evidence and denied that he had hold of the bag when arrested. A man from a lighter asked him to assist him with the bag, and it was passed to him. Another man was arrested and let go.

Defendant was fined \$500 or in default three months on the first charge, and on the second charged dismissed. The opium was forfeited to the crown.

PARTNER ABSCONDED.

This morning in the Summary Court before the Puisne Judge Mr. Justice Gompertz, C.E.A.G. Ingenshi trading as the Oriental Tobacco Company sued C. A. G. Bearwolf to recover the sum of \$607.50 for goods sold and delivered.

Mr. W. E. L. Shenton of Messrs. Dawson Looker and Deacon appeared for the plaintiffs, but the defendant was not represented.

Defendant admitted that the money was owing but said that his partner, a Chinese, had absconded and taken the books with him.

Judgment was entered for the plaintiffs, an arrangement to be made as to the payment of instalments.

BANK'S NEW

COMPRADORE.

The new compradore for the local branch of the Hongkong and Shanghai Bank is the son of Mr. Ho Tung, who has been compradore at Messrs. E. D. Sassoon's. The agreement between the bank and the new compradore was signed this morning.

POLICE PROCEDURE.

Mr. Harding Severely Cross Examines a Constable.

The adjourned case in which Mr. Harding defended a man charged with being a rogue and vagabond, loitering in Connaught Road Central with a felonious intent, came before Mr. E. A. Irving, at the Police Court, this morning.

The Chinese constable preferring the charge again entered the witness box.

Mr. Harding:—Nine days ago defendant was tried before Mr. Melbourne was he not?

Witness:—Yes.

On exactly the same charge?—Not the same.

Was he not charged with being a rogue and vagabond in Connaught Road Central with a view to committing a felony?—Yes.

Mr. Irving:—The same charge? Mr. Harding:—Yes, the same charge. And you brought that charge did you not?

Witness:—I did.

Mr. Harding:—And the complainant complained that you had some feeling against him, did he not?—No.

What! He did not?—No. Defendant gave evidence on that occasion did he not?—Yes.

And proved he had a fixed place of residence at West Point?—Yes.

And his wife and mother were living there with him?—Yes.

He also gave evidence that he was engaged in business everyday?—Yes.

And he called an additional witness to corroborate the fact that he was engaged in business everyday?—Yes.

And upon that the Magistrate decided he was not a rogue and vagabond and discharged him?

Mr. Irving:—When?

Mr. Harding:—24th September. And the Magistrate decided he was not a rogue and vagabond?

Mr. Irving:—At any rate he discharged him.

Mr. Harding:—Yes, after evidence had been given. I submit in this case it is the same charge and dates have been given you which are not subsequent to the last charge. The man was tried on 24th September—nine days ago, and the dates given to your Worship are previous to that, and the Magistrate's decision has been given on them.

Mr. Irving:—Did he find that he was not a suspected person nor there with felonious intent?

Mr. Harding:—Yes. The dates given are the 14th, 18th and 22nd. There are no new dates given; the only dates given are previous to the trial. He was tried before and evidence fully given.

Mr. Irving:—I do not know on what grounds Mr. Melbourne tried this case. I think it would be more satisfactory if this case were brought before Mr. Melbourne.

This course was agreed upon and later Mr. Melbourne remanded it.

THE TRAFFIC IN SLAVES.

The cases of kidnapping and trafficking in children which come frequently before the Shanghai Mixed Court reveal an extraordinary state of affairs says the "N. China Daily News." Under the Chinese law parents are permitted to sell their children and this system lends itself to abuse in every possible way, especially in the forging of alleged documents of sale.

Another feature of the traffic was revealed in the case of a hawk, charged with being concerned with three others not yet in custody in attempting to extort money by means of threats.

The complainant said that some time ago a child was left in her charge by its parents. On Wednesday the accused and three other men called at her house and said that if \$20 was not paid to them, they would charge her with kidnapping. She refused to give them any money and they created a disturbance. A Chinese constable came in and arrested one of the men, the other three escaping.

The accused was detained for three months imprisonment, an order being made that he is afterwards to be expelled.

The military correspondent of the "Morning Post" understands that the new British rifle will not have an adjustable wind-gauge and will not be provided with an open sight in addition to the aperture sight which has been approved. The rifle will have only an aperture sight which will be unadjustable for wind.

This latter point is considered a serious disadvantage to the work of the wind-gauge which is highly valued.

NOTES AND COMMENTS.

Rickshaws and Chairs.

The increasing tendency on the part of some of the members of the Legislative Council to take up, and to seek to abolish, certain legitimate grievances to which we have now and then drawn attention, encourages us to hope that, before long, some definite law or regulation will be framed to govern the behaviour of chair and rickshaw coolies. Already at Kowloon ferry-wharf the rickshawmen are being kept under better control, and there is less likelihood than there used to be of a passenger's being surrounded by half a dozen coolies all clamouring for hire. On this side, however, the state of things leaves much to be desired. At times, the man who calls for a chair stands an excellent chance of getting his eye knocked out by a stray chair-shaft; for it often happens that a dozen coolies will make a rush at him and, even after he has taken his seat, will still press round him, swinging their chairs irresponsibly.

The Rule of the Road.

The rickshawmen are as bad, and, in crowded spots (such as outside the Victoria Theatre at night) it is impossible for a foot-passenger to cross the road without risk of breaking his shins against the rickshaw shafts that waylay him on every side. Here, as at Kowloon, the coolies should be obliged to keep to one line and to wait their turn of being called up. As regards a rule of the road for rickshaws and chairs—if it be in existence it certainly is not followed. It should be no difficult matter to force the men in charge of these vehicles to walk or run on the left side of the roadway. At present, persons riding in chairs up the narrow slopes have their way impeded and risk an awkward collision, merely because chairs coming from the opposite direction elect to keep the same side of the road as they. Not only so, but the man walking up or down the slope is liable at any moment to be struck by a chair, coming on him suddenly from behind; a danger which would be absent if he knew that all chairs were keeping to their own half of the road.

Far Eastern Olympiad.

Our friends in Manila are apparently in earnest about the Olympiad proposed to be held in February next. But, then, Americans take up sport more earnestly—more scientifically, at any rate—than do British people. The average British champion is not caught young and developed, with watchful care, along the best lines; he develops almost haphazard. The ex-British quarter-mile champion and Olympic 400 metre champion, Lieutenant Halesmelle, was a case in point. He was a wonderful natural runner—probably the best man at 440 yards Britain ever produced—but he never learned to run a race with judgment. He had never been carefully coached. In America the promising youth is taken in hand early and jealously watched. The utmost is made of him.

British Lethargy.

This brings us back to the original point that British athletes, until they regard themselves more seriously, cannot hope to emerge on top from an Olympic contest. The public apathy at home regarding the chances of the British team at the recent Olympiad at Stockholm was quite pitiful. Will the same have to be said of the coming Far Eastern championships. It is necessary now to set out upon the work of discovering the best men in each event and of having these men thoroughly fit when (and if) they take the field. Men cannot do themselves justice if they become really interested only a short time before the contest. If Hongkong is to play a part in the event, her athletes should make up their minds that she shall play a worthy part.

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SPECIAL CABLES.

FUTURE OF CHINA.

ENGLISH PROFESSOR
PESSIMISTIC.(Our Own Correspondent.)
London, October 3.

Lecturing before the London School of Economics, on his recent visit to the Far East, Professor Sidney Webb contrasted China unfavourably with Japan.

He declared that China seemed devoid of all the qualities of a great nation.

DEATH OF MRS. HEWETT.

We regret to announce that a telegram has been received by Mr. H. W. D. Shallard, acting superintendent in Hongkong of the P. & O. Company, from the Hon. Mr. E. A. Hewett, O.M.G., to the effect that Mrs. Hewett died on the morning of the 3rd inst.

It will be remembered that Mrs. Hewett has, for many years, been a confirmed invalid; and those who best knew Mr. Hewett have always been, and will be, loud in their praises of his care and devotion to Mrs. Hewett. He watched over her at all times, anticipating her every wish which he was ever ready to gratify to the full.

Though Mrs. Hewett's health precluded her from taking an active part in the social affairs of the Colony, her active mind was ever alert and she took a keen interest in all that affected the Colony's welfare. Her mind was far above the average and, had her health been such as would have permitted her to have taken that place for which her intellectual gifts so eminently fitted her, the Colony would have been the richer for her presence, as were those whose privilege it was to meet and converse with her.

COOLIE TRAFFIC.

Judgment Given This Morning.

The morning, in the Summary Court, Mr. Justice Gompertz, gave judgment in the case in which which Wong Hong Chi, trading as Tai Yung Chan, brought an action against Wing Chang Chan and Lau Tsan Yau, claiming the sum of \$1,016, balance of money lent to the defendant by the plaintiff. The plaintiff waived the sum of \$10 to bring the matter within the jurisdiction of the Court.

Mr. Crowe, of Messrs. Hastings and Hastings appeared for the plaintiff, and Mr. D. H. Lewis, of Messrs. Johnson, Stokes and Master, for the defence.

It will be remembered that the defence was that the money was to be wiped off by deductions when the defendant gave the plaintiff shipments of coolies for Singapore and that the plaintiff, by going out of the business, had deprived the defendant of this means of making the payments. His Lordship said that he was inclined to think that the arrangement was entered into that the coolies should be exported in batches of not less than ten, and that the written document produced was nothing more than a memorandum, which could not be explained without the evidence which they had had in court. He found for the plaintiff and gave judgment accordingly.

Mr. Lewis:—Will Your Lordship give instalments?

Mr. Crowe objected.

Mr. Lewis:—Originally it was to be paid by instalments of coolies.

His Lordship:—Yes within a certain time.

Mr. Lewis:—But I called evidence to show that he refused to take them.

His Lordship:—I am unfortunately against you; what offer do you make?

Mr. Lewis:—I don't know without consulting my client.

His Lordship said that if some offer of instalments was made it might be accepted, but that he might be brought up to-morrow.

STRINGENT CRITICISM.

(Continued from page 1.)

(c) Before beginning any work a detailed estimate should be compiled and for the larger works accurate bills of quantities made and guaranteed as correct.

Such estimates are absolutely necessary for ascertaining the cost of works and it is of great advantage to have such from the point of view of the contractor, the public and of the Government.

(d) For the larger contracts there should be an estimating and measuring branch in the Public Works Department, composed of experts trained in that line; in addition to dealing with the bigger works, the members of this branch could assist generally, thus relieving other members of the staff of duties to which they are unaccustomed.

These Surveyors could also be employed in making occasional check measurements of work previously measured by the subordinate staff; this would tend to prevent collusion in over-measuring between subordinates and contractors.

It is desired to emphasize the necessity for the appointment of only trained experts for this branch.

(e) The forms of contract used by the department should be so worded as to throw the onus of making out bills for payment on the contractor; all bills should, of course, be checked and certified in the usual way by the responsible officials.

(f) The form, used for payments on account should include the amounts of the contract and retention moneys, the estimated values of work executed and materials allowed for, previous payments and any other such items as are necessary to show the state of the service at the date of payment.

A. M. Thomson,
Chairman.
C. W. R. St. John, Colonel.
C. H. Ross,
M. Stewart.
Hongkong, June 28, 1912.

FAMOUS YACHT.

Trial Trip after being Overhauled. The yacht "El Aguila" had her first trial trip yesterday after having been thoroughly overhauled at the Hongkong Whampoa Dock.

We understand the trial was a most successful one, and highly satisfactory in every way. She attained a speed of eleven knots over a measured mile, though the water was somewhat rough.

The yacht has an interesting history inasmuch as she originally was built for, and belonged to Senator Mark Hanna, who was the late President McKinley's closest friend and personal advisor.

At the time of the Spanish war Mr. Hanna loaned her to the United States Government as a Despatch Boat, and she did excellent service. At the close of the war she was sent to the Philippines in a similar capacity, and now she has been transferred to the quarter-master's Department in Manila, under the command of General Bell.

Captain Olsen is in command of her and he thinks that the new boilers will prove themselves equal to the work that the ship will have to do.

A re-arrangement of the cabins, has been made that add to the comfort of the officers.

The "El Aguila" steams on Tuesday for Manila.

CHILDREN'S SPORTS.

A letter in to-day's issue, from the secretary of the Kowloon Cricket Club, deals interestingly with the children's sports held on New Year's Day under the auspices of the club. Expenses on the last two occasions have been in excess of the subscriptions and the Sports, as at present held, may have to be discontinued.

Rather than face that, however, the committee make a strong appeal to the press to open subscription lists in their columns. The suggestion will be found in the letter which appears on page 5. The "Telegraph" will be glad to assist in this excellent work and will have pleasure in opening its columns to subscriptions. These will be duly acknowledged in our columns and the total sum contributed will be forwarded to the proper quarter.

Three men were charged before Mr. O. D. Melbourne, at the Police Court, this morning, with using false scales. Inspector Withers said the defective scale of the first man was 3 per cent. against the purchaser the second 4 per cent. the third 5 per cent. The first and second defendants were fined \$10 each and the third \$15.

ARMS ON A JUNK.

Man from Tai O Before the Court.

It will be recollected that a few days ago eleven men were charged with detaining near Tai O a man for ransom and one man was charged with having more arms than allowed by law on a junk, in connection with the others.

At the Police Court, this morning, before Mr. E. A. Irving, the man pleaded not guilty to using unlawfully a junk for trading purposes and being in possession of arms.

Sergeant Brazil:—Yes. Mr. Irving:—I understand you to say that a junk is entitled to carry part of the arms because they are arms belonging to the junk.

Mr. Irving:—Since you admit that some of these arms are attached to the junk what you have to prove is that he has no right to be on the junk?

Sergeant Brazil:—Yes, your Worship. On the 23rd of last month, about 9 a.m. the police boatman at Tai O Station called my attention to this man's junk. I went on board and found the arms produced. The junk was numbered 1387, not a Tai O boat, your Worship. I found two gongs, four muskets, one revolver, a slashing hook, two revolvers, two boxes of ammunition and one jar of powder. I took him to the station. I asked him if he was the master and he said he was.

Mr. Irving:—You are charging him with unlawfully using a junk for trading purposes without a licence?

Sergeant Brazil:—He produced a licence, your Worship.

Mr. Irving:—He had a licence?—Yes, but it did not belong to him.

What makes you say it does not belong to him?—Because it belonged to the man whose name is on the licence.

He gave his name as what?—Chen I Chin. On the licence the name appears to be Yun Sui.

The arms did not correspond with the armament on this licence?—Not at all, in excess, your worship.

He has not got any spears?—No. As a rule the arms you find on junks closely correspond with what's on the licence?—Yes; if they do not correspond we charge them.

It is strictly enforced?—Yes. Any questions?

Prisoner:—Your Worship these arms are not mine. They belong to Yin Chu Sou and I will have to wait for his arrival.

Mr. Irving (to Sergeant Brazil):—A curious thing is that you are charging him with using this junk for trading purposes without a licence but he says the junk belongs to Yin Chu Sou—junk and arms as well?—Yes.

If that is so he is not trading with an unlicensed junk?—The owner is bound to be on board, or a representative.

This man says he is on board for the master?—That is not the story he told me.

Well, it is what he tells me. After he was cautioned at the station did he make any statement?—No.

Prisoner:—Your Worship I would like you to give me a week's remand to wait for this man to come back.

Mr. Irving:—Is he the master of this junk?—Yes.

Have you written to him?—Yes I have written to him already.

It seems a very reasonable proposition.

Sergeant Brazil:—Your Worship, when he last appeared before you, four days ago, he said he would have this man down in two days; it is now four days and he has not got the man down.

Mr. Irving:—This man has been in custody for a week?—Yes.

Well, it appears to me that he is the principal sufferer and he is standing to lose by it. I will give you a remand for a week.

False Scales.

Three men were charged before Mr. O. D. Melbourne, at the Police Court, this morning, with using false scales. Inspector Withers said the defective scale of the first man was 3 per cent. against the purchaser the second 4 per cent. the third 5 per cent. The first and second defendants were fined \$10 each and the third \$15.

LAN TAO AFFAIR.

Sharp Passages in the Police Court.

Some very sharp passages were exchanged between Mr. Lewis of Messrs. Johnson, Stokes and Master and a police Sergeant, at the Police Court, this afternoon.

Eleven men were charged before Mr. E. A. Irving with feloniously counselling together to procure three persons not in custody to commit a felony—to take away by force and detain against his will a man named Chang Hoi-kit, with intent to procure a ransom, off Sha-tai Wan Island, Lan Tao Island, about Midnight on the 20th ult.

Mr. Hodgson, Assistant Crown Solicitor, appeared for the prosecution, and the first eight men were represented by Mr. L. D'Almada, the last three, being represented by Mr. Lewis.

Mr. Hodgson said he was not in a position to go on with the case and asked for a remand; he was only instructed that day.

Mr. D'Almada:—The police have had ample time to instruct the Crown Solicitor.

Mr. Lewis said the offence was stated to have occurred on 26th September.

Mr. Hodgson:—There are a number of defendants, and there is an amount of evidence to procure. The offence did not take place in the Colony, but off one of the neighbouring islands, and it is very difficult to get the evidence.

Mr. Lewis:—You ought to be able to put some evidence before the Court. I ask your worship to take what evidence the police have. It is very hard for the defendants, if they have to go to the sessions, that they should miss these coming sessions. If the case is remanded, I apply for bail.

Mr. Hodgson opposed bail.

Mr. Lewis said he could not see why his Worship should not grant bail. A day had been fixed for hearing, and the men were remanded without a single word of evidence being heard. If the police did not go on with the case it would mean that these people would be kept until November.

Mr. L. D'Almada:—I was only instructed at twelve o'clock this morning and I am ready to proceed now.

Mr. Hodgson:—I will call evidence of arrest if you like but I reserve the right to recall the Sergeant later on.

Sergeant Brazil then went into the box and said that about 3 p.m. on 27th September on account of information he received he went on board the junk containing the defendant which lay one mile southwards of Colowan Island. The first eight men were on the junk and they were arrested. The other three were arrested later on in the afternoon at Tai O Village.

At a later stage the sergeant refused to answer Mr. Lewis' question and said that what he had told him out of Court, between themselves he was bringing up now.

The argument took place, as we were going to press.

NEW BATTLESHIPS.

Plans for the new super-Dreadnought battleship, which is to be commenced at Portsmouth Dockyard as soon as possible after the Iron Duke has been launched in October, have been received by the Construction Department. No details have been allowed to transpire, as everything relating to the ship is regarded as strictly confidential. It is, however, known that the new ship will be larger than the Iron Duke, which is to have a displacement of 25,000 tons, and will be close on 300ft. in length. The Iron Duke will be armed with ten 13.5in. guns, as well as sixteen 6in. guns for her secondary armament, the latter being placed behind arm, or protection.

The new ship will, it is understood, have a displacement of 28,000 or 27,000 tons. It is highly improbable that the Admiralty will depart from the present battleship speed of twenty-one knots, as any vessel with a speed much higher than that would outclass all the present super-Dreadnoughts.

The armament will, comprising ten of the new 13.5in. guns, with a strong secondary battery of 6in. guns. It is also regarded as

certain that protection will be provided against overhead attack by bomb-dropping from aeroplanes. For this purpose an armoured upper deck will be provided, and some form of protection for the funnels.

The building-ship from which the Iron Duke will be launched is to be extended, but that will not delay the commencement of the new ship. Ever since the commencement of the Dreadnought era the Admiralty have been very strict as to secrecy about details, and no one is allowed to go anywhere near the building-ship without a special permit.

A rumour has been current at Portsmouth that motor engines will be provided for the next group of super-Dreadnoughts, but in official circles that is denied. The engines will be on the turbine principles, similar to those of the Orion.

Stole Dried Fish.

A man charged, with stealing dried fish from the premises of the Kowloon Godown Co., valued \$5-15, was sent to goal for one month and ordered to keep in the stocks for four hours by Mr. O. D. Melbourne, at the Police Court, this morning. Inspector Kerr proved the charge.

DON'T FORGET.

Saturday, Oct. 5.
Gymkhana.
Smoker, Masonic Club Kowloon.
Boxing, City Hall.
Half Yearly Meeting Jockey Club, 12.30.

To-day's
Advertisement

NOTICE.

M. B. A. MEROADO'S connection with our Firm having terminated by mutual consent, ceases to sign our Firm as from date.

F. S. DIZON & CO.,
Alexandra Buildings,
Hongkong, 4th Oct., 1912. [728]

UNIVERSITY OF HONGKONG.

THE SUPPLEMENTARY EXAMINATIONS. EXAMINATION will be held on WEDNESDAY the 9th inst. Intending candidates must apply to the Registrar before 5 p.m. on TUESDAY, the 8th, stating subjects in which they wish to be examined, and enclosing fee of ten dollars.

W. J. HINTON,
Registrar.
Hongkong, 4th Oct., 1912. [724]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR MANILA, ANGAUR, YAP, FRIEDRICH-WILHELMS-HAFEN, KABAUL, BRISBANE & SYDNEY.

THE Steamship

"PRINZ WALDEMAR" Captain H. Bremm (now loading) will leave for the above places on SATURDAY, the 6th inst., at 9 a.m.

For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELOCHERS & CO., General Agents.

Hongkong, 3rd Oct., 1912. [7]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NILE" FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their Bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impending discharge will be landed at consignees' risk and expense. Cargo remaining on board after FRIDAY, 4th Oct. inst., at 5 p.m. will be landed at consignees' risk and expense.

Cargo remaining undelivered FRIDAY, 11th October, 1912, at Noon, will be subject to landing and storage charges.

No claims will be entertained for shortage or damage unless packages have been examined prior to delivery and list of exceptions furnished consignees.

No fire insurance whatever will be effected.

All claims and otherwise damaged cargo will be examined at the above Company's Godown WEDNESDAY, 9th October, 1912, at 10 a.m. All claims must be filed on or before November 4th, otherwise they will not be recognized.

DAIRY FARM NEWS.

CORNEB BEEF.

One man's meat is another's poison. The King's

Fool may demand pheasants' tongues for breakfast whilst most of us are well satisfied

with Corned Beef and Cabbage for a change—

If it be good and well cooked! It is a dish

for live men not for mummies.

September 24, 1912.

JAS. BUCHANAN & CO.

have a selection of Whiskies to please all palates.

Look at the following list, and we are sure that we can provide you with a whisky to suit your taste.

RED SEAL. BLACK AND WHITE. ROYAL HOUSEHOLD. SPECIAL LIQUEUR. GARNER QUILCH & CO. SOLE AGENTS. Tel. 636.

JUST ARRIVED

"EMBASSY"

virginia cigarettes & smoking

mixture made by

W. D. & H. O. WILLS.

BRISTOL AND LONDON.

NOTICE.

THE CLIFFORD-WILKINSON TANSAN MINERAL

WATER CO., LTD., have pleasure in informing the public that they have procured in services of Mr.

Oswald Dalgleish, Consulting Chemist, from NOTTINGHAM, ENGLAND, as Manager of their Works

at TAKARADZKA. His scientific and technical knowledge, gained by a wide and varied experience in all

branches of the bottling of aerated waters and the manufacture of Sweet Waters, enables them to assure

their customers that they can now Procure TANSAN

—The Choicest of all Choice Waters—and Tansan

Sweet Waters in perfect condition.

HERBERT PRICE,

SECRETARY.

SOLE AGENTS FOR CHINA AND HONGKONG.

GANDE PRICE & CO., LTD.

Wine Merchants.

12, Queen's Road Central, Hongkong.

Telephone No. 135.

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE"

Sailing from Hongkong and Quebec

"Monteagle"	Satur. Oct. 5	"E. of Ireland"	Fri. Nov. 1
"E. of India"	Oct. 26	"Allan Line"	Nov. 22
"E. of Japan"	Nov. 16	"E. of Britain"	Dec. 13

All steamers leave Hongkong at 8 p.m. for Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Seattle, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pedder Street and Piers (Opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

SINGAPORE, PENANG & CALQUITA	NAMSANG	Saturday, 6th Oct., Noon.
SHANGHAI & SWATOW	KWONGSANG	Friday, 4th Oct., Noon.
MANILA	LOONGSANG	Saturday, 6th Oct., 2 p.m.
SHANGHAI, PUOCHOW, WINGANG	...	Sunday, 6th Oct., D'light.
SPORE & SOURABAYA	CHUNSAO	Tuesday, 8th Oct., Noon.
MANILA	YUENSANG	Saturday, 12th Oct., 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kutsang" and "Namsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifu, Tientsin, Dairen, Weihaiwei, Rongtau & Newchwang.
Taking Cargo on Through Bills of Lading to Kaitai, Labad, Dairu, Singapore, Tawau, Uman, Jessellon and Labuan.
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY
"SHIRE" LINE SERVICEPROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For	Steamers	Date of Departure
SHANGHAI, KOBE & YOKOHAMA	FLINTSHIRE	About 11th Oct.
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	23rd Oct.
SHANGHAI, KOBE & YOKOHAMA	DENBIGHSHIRE	27th Oct.
LONDON & ANTWERP	FLINTSHIRE	14th Nov.

* Does not carry passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.
AGENTS. [94]

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG

FRIDAY, 4th OCTOBER.

10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."

SATURDAY, 5th OCTOBER.

8.00 a.m. "HONAM." 5.00 a.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. & 2 p.m. from the Company's Wing Lok Street Wharf.

Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 6th OCTOBER

The Company's Steamship, "SUI AN."

will depart from the Company's WING LOK WHARF at 9 a.m. D. departure to Macao at 5 p.m.

N. B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 5 p.m.

Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 589 Tons.

(One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These steamers have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL MANSIONS (FIRST FLOOR).

Opposite the Bank of China.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination.	Steamers and Displacement.	Sailing Dates.
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MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	HITACHI MARU, Capt. T. Yamawaki, T. 18,000 MIVASAKI MARU, Capt. T. Mui, T. 16,000	WEDNESDAY, 9th Oct., at Daylight. WEDNESDAY, 3rd Oct., at D'light.
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VICTORIA, B.C., & SEATTLE via KEELUNG, S'WATOW, MOJI, KOBE, YOKKAICHI, SHIMIZU & YANAGI	SAWA MARU, Capt. Shimizu, T. 12,500 SADO MARU, Capt. Asakawa, T. 12,500	TUESDAY, 8th Oct., at Noon. TUESDAY, 22nd Oct., at Noon.
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SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. T. Sekino, T. 7,000 NIKKO MARU, Capt. M. Yagi, T. 9,600	FRIDAY, 26th Oct., at Noon. FRIDAY, 22nd Nov., at Noon.
-------------------------------------------------------------------------	-------------------------------------------------------------------------------	------------------------------------------------------------

BOMBAY & SINGAPORE & COLOMBO	KAMAKURA MARU, Capt. Mori, T. 12,500	MONDAY, 14th October.
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CALCUTTA via SINGAPORE, PENANG & RANGOON	COLOMBO MARU, Capt. Kamohita, T. 5,000	SATURDAY, 5th Oct., at Noon.
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KOBE & YOKKAICHI	IYO MARU, Capt. R. Takeda, T. 12,500	THURSDAY, 9th Oct., at 11 a.m.
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SHANGHAI & MOJI & KOBE	KAWACHI MARU, Capt. A. Christensen, T. 12,500	WEDNESDAY, 9th October.
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YOKKAICHI, KOBE & YOKOHAMA	NIKKO MARU, Capt. M. Yagi, T. 9,600	WEDNESDAY, 23rd Oct., at Noon.
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Cargo only.

PASSENGER SEASON FOR 1913.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	18,000	29th January.
Kaga Maru	12,500	12th February.
Atsuta Maru	18,000	26th February.
Hitachi Maru	18,000	12th March.
Miyasaki Maru	16,000	26th March.
Kisano Maru	12,500	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	18,000	7th May.
Tango Maru	18,500	21st May.

FOR AMERICA.

Inaba Maru	12,500	11th February.
Shidzuoka Maru	12,500	26th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	26th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.

(Subject to change without notice.)

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamers	To Sail.
AMOI, CHEFOO & NEW-OWHANG	"PAOTING"	5th Oct., 2 p.m.
SHANGHAI	"LINAN"	5th " M'night.
MANILA, CEBU & ILOILO	"KAIFONG"	8th " 4 p.m.
SHANGHAI	"CHINHUA"	10th " 4 p.m.
SHANGHAI	"ANHUI"	12th " M'night.

AUSTRALIAN ORIENTAL LINE.

M.A.N.I.L.A., THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"GUTHRIE"	18th October, Noon.
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This steamer has superior accommodation with Electric Light throughout and Electric Fan in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

S.S. "MA'ILA LINE"—Twin screw steamers "Tan" and "Taming," saloon accommodation, electric fans fitted, electric state-rooms on deck; aft. Saloon accommodation of a.s. "Kaifong" is situated on deck, aft. Electric Fans fitted.

S.S. "SHANGHAI LINE"—FAST SCHEDULE TWIN-SCREW STEAMERS (Anson, Okenos, Linan, Okenos), with excellent passenger accommodation. Electric Light throughout and Electric Fan in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Sunday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wuchow.

Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO 'ANTUNG

Sailing on alternate Wednesdays.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 22.

Home office: 214 Oct. 1912.

Shipping

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Steamship.	Tons.	Captain.	For	Sailing Date.
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RUBI	4000	Miller.	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 8th Oct., 4 p.m.
ZAFIRO	4000	Cross.	Manila, Mangarin, Iloilo and Cebu.	FRIDAY, 18th Oct., 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO., GENERAL MANAGERS

Hongkong 1st October, 1912.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjikini	JAVA	...	JAVA	1st half Oct.
Tjipanas	JAVA	1st half Oct.	SHANGHAI	1st half Oct.
Tjimanok	JAPAN	1st half Oct.	JAVA	1st half Oct.
Tjilatjap	JAVA	2nd half Oct.	JAPAN	2nd half Oct.
Tjilidodas	JAVA	2nd half Oct.	JAPAN	2nd half Oct.
Tjitaroen	JAPAN	1st half Nov.	SHANGHAI	1st half Nov.
Tjimali	JAVA	1st half Nov.	SHANGHAI	1st half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building.

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TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.
PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	11,000	W. W. Greene	Oct. 8th, Noon.
S.S. "Nippon Maru"	21,000	A. G. Stevens	Oct. 29th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	Nov. 5th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	Nov. 26th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office. The steamer "Chiyo Maru" will be despatched for SAN FRANCISCO via NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on TUESDAY, the 8th Oct., at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU on TUESDAY, the 29th October, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Trans-Pacific National Railway at Salina Cruz.
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

Steamer	Tons	Date of Sailing
Bayo Maru	10,500	Friday, October 4, Noon.
Hongkong Maru	11,000	Tuesday, December 3, Noon.
Kyo Maru	17,500	Saturday, February 1, 1913.

For Further Particulars as to Passages and Freight, apply to

S. MORIMOTO, Agent

(KING'S BUILDING Opposite Blake Pier)

"THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KORSA	SIBERIA
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From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulul (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

LIGHTS AND FANS: Individual Electric Reading Light in each berth and Electric Fan in each State-rooms under passenger's control.
SWIMMING TANK: Is installed on deck for salt water plunge. Bathing suits on board.
BANQUET: Full-time serving Band to entertain each afternoon and evening and also during Dinner.
GIMMICK: The Captain is under the direct supervision of one of the world's most famous caterers.
GAMES AND AMUSEMENTS: Deck Games, such as Quizzes, Shuffle board and all kinds of games, are arranged during the voyage, as well as indoor amusements, such as musical instruments, Dances and Magazines. Balls on deck are also arranged to while away the time.
WIRELESS AND SUBMARINE SIGNAL SERVICE: Two most powerful Wireless Telegraph apparatus installed on all steamers, and Submarine Signal Service is used as an additional measure of safety.
BILGE KEELS: Are fitted to the ships to prevent rolling at sea, thus ensuring steadiness and comfort.
THE COST: Is not more by this route with its unrivalled opportunities, than by any other route.
Fares return ticket to London cost but 40s. including berth and meals across America. For the INTERMEDIATE SERVICE San Francisco via Japan and Honolulu the cost is 45s. For the INTERMEDIATE SERVICE San Francisco via Japan and Honolulu the cost is 45s. For the INTERMEDIATE SERVICE San Francisco via Japan and Honolulu the cost is 45s.

First Class accommodations are provided for 40 to 50 passengers (including 40 to 50 passengers) for the INTERMEDIATE SERVICE San Francisco via Japan and Honolulu the cost is 45s. For the INTERMEDIATE SERVICE San Francisco via Japan and Honolulu the cost is 45s.

Steamers: Mongolia 27,000 tons, Oct. 15th, at 1 p.m.
Mongolia 27,000 tons, Oct. 23rd, at 1 p.m.
Mongolia 27,000 tons, Nov. 13th, at 1 p.m.
Mongolia 27,000 tons, Nov. 19th, at 1 p.m.
Mongolia 27,000 tons, Dec. 8th, at 1 p.m.
Mongolia 27,000 tons, Dec. 10th, at 1 p.m.
Mongolia 27,000 tons, Oct. 1st, at 1 p.m.

LET US PLAN AN ITINERARY FOR YOU
King's Building (Opp. Blake Pier). FRID. J. HALTON, Telephone No. 141

Hongkong, 1st September, 1912.
Panama-Pacific International Exposition San Francisco 1915.

WING KEE & CO.
47-49, Oceanway Rd.

SHIPHANDLERS,
PROVISION & COAL

MERCHANTS
DALMEIDA, FRANKS & CO.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

LOG BOOK.

British and Australian Shipping Congestion.

At a meeting of prominent Australian and British shipping representatives in London on September 20, the British and Australian shipping congestion was discussed. One speaker said that 15,000,000 people were wanted at once to bring up the population to 20,000,000, which they regarded as the minimum of safety. Big transport development was therefore required and if British companies did not rise to the occasion Australia would have to look elsewhere.

Whaling in Chosen Waters.

According to reports made by the Oriental Whaling Company in Osaka, 240 whales valued at Y210,480 were caught by the Company's vessels in Chosen waters during seven months from October 1911 until April 1912. The whaling depots of the Company, says the Seoul Press, are at Wonsan, three whalers were engaged in whaling during five months of the period, and 100 catches in all valued at some Y79,100 were made. At Ulsan, the number of whalers engaged was six, and 138 whales valued at some Y140,300 were caught, during five months from October of 1911 until February of 1912. Compared with the catches of the of the corresponding period of last year, a decrease of 62 revealed.

Notice to Mariners.

Notice has been given that the raking tugs have been withdrawn from the Ferguson Channel and have begun raking in the New Channel. The Steamer Marks are being moved and it is expected that the change will be completed shortly. Mariners are therefore notified that, unless they wish to cross the Bar by the New Channel, they should not use the Steamer Marks, but pass through the Ferguson Channel with the Pilot Marks in transit. At present the Ferguson Channel has 4 feet more water than the New Channel and is therefore the better of the two. Due notice will be given as soon as better water has been obtained in the New Channel. Until further notice, the signals exhibited will refer to the depth of water in the Ferguson Channel. At night the Pilot Marks giving the lead through the Ferguson Channel will exhibit lights in lieu of the Steamer Marks.

Motor Ship Evestone.

The preliminary trial trip, of the motor ship Evestone, owned by Messrs. Farness, Withy and Co., Ltd., says the London "Shipping Gazette," proved to be a most interesting event, marking a great step forward in the commercial development of the Diesel oil engine for marine purposes. The workmanlike appearance of the Evestone's motors has excited much admiration. The type resembles very closely a marine steam engine, since it possesses such familiar features as an open crank pit, boy columns supporting the cylinders, and outside cross-heads from which also the air scavenging pump is operated by rocking levers similar to the air pump on a steam engine. There are four separate vertical cylinders, each having a diameter of approximately 20 in. by 36 in. stroke. At the normal number of revolutions, which is only 115 per minute, over 850 brake horse-power is developed. This large Diesel engine, consuming inexpensive crude or residual oils, works upon the two-cycle principle by which a power stroke occurs at each revolution of the crankshaft. The Evestone, the first large British-owned sea-going vessel to be equipped with a Diesel engine, attracted widespread attention on the occasion alluded to as she passed down the Tees—devoid of funnels without smoke, small of noise. For more than nine hours as the engine was driven continuously, and during the whole of this period it answered every demand imposed upon it with the utmost satisfaction. The time occupied to reverse from full speed ahead to full speed astern was only eight seconds. Not the slightest defect of any description manifested itself. The vessel has a single screw and is 276 ft. in length, 40 ft. 8 in. beam, with a displacement of about 3,200 tons and a displacement of 4,400 tons. As compared with other ship driven by steam engines, extra space is available for cargo, a thirty-day trip can be made in less than 401 days.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to
Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:
OUTWARD.
For Shanghai, Kobe & Yokohama:
"SCANDIA".....18th Oct.
"BAYERN".....17th Oct.
"LIBERIA".....7th Nov.
"ALEXIA".....19th Nov.
For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

LOG BOOK.
New Coal Depot on Dairon
Wharves.

The existing Coal Depot on East
Quay, Dairon Wharves, becoming
too small, the site for another
depot has been selected in front of
the Harbour Works Office.
Another Addition to the Japanese
Register.
The British steamer Langbank,
2,038 tons net, which arrived at
Yokohama from Rangoon on the
2nd ult. with a cargo of rice, is
reported to have been sold to
Messrs. Suzuki Co., of this port.
She has been renamed the Pakuku
Maru.

Chairman of the B.I.
It is understood that "Shipping
and Engineering," that Lord Incheape,
Chairman of Directors of the
British India S. N. Co., who re-
cently resigned his seat on the
Dominions Trade Commission,
has done so for the purpose of
giving all his attention to the com-
petition that has arisen between
the B.I. company and the Japa-
nese lines that have monopolized
the Indian trade. Lord Incheape is
reported to be negotiating with
the Nippon Yusen Kaisha with a
view to finding a basis of agree-
ment in place of the ruinous com-
petition that has reduced the
freights between Calcutta and
Japan to one-fourth of their
former level, and some hopes are
entertained of a successful settle-
ment resulting.

FAULTS IN TOBACCO
CULTURE.
Tobacco planters throughout
the United States should make
larger profits than they do, accord-
ing to Department of Agriculture
officials who have been studying
the question. Planters now re-
ceive about \$20,000,000 a year
for their average crop of one
billion pounds.

Improper cultural methods limit
the crop to one-third of what it
should be, experts declare. In
the Connecticut valley, says the
"Evening Post" where the soils
are maintained in a high state of
fertility, yields of 2,000 pounds
and more to the acre are common.
On similar soils in many of the
manufacturing and export dis-
tricts the average yield is scarcely
one-third of this.

Experts characterize the one-
crop system, instead of rotation,
as one of the improper cultural
methods. Use of unadapted var-
ieties of strains of tobacco,
damage by insects and disease,
and imperfect knowledge of the
process of curing, fermenting, and
handling leaf, are given causes of
small profits.

Full Rice Harvest in Nanking.
The farmers in the districts
around Nanking have just har-
vested a full rice crop. The rains
have not been so frequent or so
heavy as is customary but have,
nevertheless, been sufficient for
the growing crops. The corn is
well-filled and is now being gath-
ered to make room for the broad
bean harvest in November. The
ginger yield, which amounted to
twenty piculs per mow, was un-
usually good.

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.
(CAPITAL PAID UP, \$1,250,000.)
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
Rates and Particulars on application.
THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Undertakes and Executes.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th March, 1908.

Convict's Widow gets £200,000
The widow of Christopher Col-
umbus Wilson, the former
"Wireless King" who died in
the Federal Prison at Atlanta Ga.,
recently, it is stated, will come
into a fortune of £200,000 which
Wilson is believed to have hidden
before the exposure of his opera-
tions in United Wireless stock.
Mrs. Wilson was formerly a
stenographer in Wilson's office.
After his indictment in 1910, and
therefore, was prevented from be-
coming a government witness
against him.

VESSELS TAKING CARGO.

European Ports.		For Freight	To be
Destination.	Vessel's Name.	Apply To	Dispatched.
London, &c.	Caylon	P. & O. Co.	5 October
do	China	P. & O. Co.	12 October
London and Antwerp	Den of Glamis	J. M. & Co.	23 October
Rotterdam, &c.	Belgravia	H. A. L.	5 October
Havre and Antwerp	Spezia	H. A. L.	28 October
Havre and Hamburg	Aresida	H. A. L.	3 November
Havre and Hamburg, &c.	O. J. D. Ahlers	H. A. L.	9 October
Havre, Bremen &c.	O. Ferd. Laeiz	H. A. L.	23 October
Marseilles, &c.	Sachsen	H. A. L.	30 October
do	Sydney	M. M. Co.	8 October
do	Hitaohi Maru	N. Y. K.	9 October
Trieste, &c.	Kosher	S. W. & Co.	19 October
Glasgow and Hull	Glenloch	S. T. & Co.	15 October
Capo Ports via Mauritius	Dunroic	Bank Lines	Begin January
New York, San Francisco and Canada.			
New York	Pathan	D. & Co.	8 October
Boston and New York	Jesero	A. K. & Co.	28 October
San Francisco	Nile	P. M. Co.	15 October
San Francisco, &c.	Chiyo Maru	T. K. K.	8 October
San Francisco via Keelung and Japan, &c.	Mongolia	P. M. Co.	23 October
Mexico, Peru, Chili via Japan	Buyo Maru	T. K. K.	4 October
Victoria, B.C.	Panama Maru	N. Y. K.	15 October
do	Awa Maru	N. Y. K.	8 October
Vancouver	Empress of India	O. P. R. Co.	28 October
Vancouver, &c.	Lord Curzon	Bank Lines	20 November
Vancouver via Ports	Monteagle	O. P. R. Co.	5 October
Australia.			
Australian Ports	St. Albans	G. L. & Co.	12 October
do	Yawata Maru	N. Y. K.	25 October
Australian Ports via Manila	Prinz Waldemar	M. & Co.	5 October
do do do	Guthrie	B. & S.	18 September
Singapore, Coast Ports and Japan.			
Batavia, Cheribon, Samarang, &c.	Tijaroom	J. C. J. L.	Quick despatch
Philippines	Loongsang	S. T. & Co.	5 October
do	Rubi	S. M. & Co.	8 October
do	Kaifong	B. & S.	7 October
do	Zufiro	S. T. & Co.	18 October
Bombay	Ischia	C. & Co.	12 October
Bombay and Straits	Kawakura Maru	N. Y. K.	14 October
Singapore and Sourabaya	Chunshang	J. M. & Co.	8 October
Straits and India	Gregory Apar.	D. S. & Co.	12 October
do do	Colombo Maru	N. Y. K.	5 October
Straits and Rangoon	Namsang	J. M. & Co.	5 October
do do	Okara	J. M. & Co.	14 October
Kudat and Sandakan	Borneo	M. & Co.	Middle October
Japan	Peking	A. N. & Co.	23 October
do	Arratoon Apar.	D. S. & Co.	19 October
do	Iyo Maru	N. Y. K.	9 October
do	Nikko Maru	N. Y. K.	23 October
Japan, &c.	Tjikini	J. C. J. L.	Quick despatch
do	Scandia	H. A. L.	13 October
do	Bayern	H. A. L.	17 October
do	Liberia	H. A. L.	7 November
do	Alesia	H. A. L.	19 November
Yokohama and Kobe	Fultala	J. M. & Co.	10 October
do do	Coblentz	M. & Co.	15 October, about
Yokohama and Kobe via Shanghai	E. F. Ferdinand	S. W. & Co.	31 October, about
Amoy, &c.	Sosho Maru	O. S. K.	20 October
Amoy, &c.	Paoting	B. & S.	5 October
Swatow and Foochow	Haitan	D. L. & Co.	8 October
do do	Haiyang	D. L. & Co.	11 October
Foochow, &c.	Kaijo Maru	O. S. K.	9 October
Tamsui, Swatow &c.	Daigi Maru	O. S. K.	6 October
Haiphong	Sungkiang	B. & S.	6 October
Kwang-chow-wang and Haiphong	Si-Kiang	M. M. Co.	9 October
Manila	Yuenang	J. M. & Co.	12 October
Shanghai via Swatow and Foochow	Wingsang	J. M. & Co.	6 October
Shanghai, Moji and Kobe	Kawachi Maru	N. Y. K.	9 October
Shanghai and Japan	Magellan	M. M. Co.	7 October
do do	Kawachi Maru	N. Y. K.	9 October
Shanghai, Kobe, &c.	Flintshire	J. M. & Co.	11 October
Shanghai	Koerber	S. W. & Co.	5 October
do	Scandia	H. A. L.	10 October
do	Linan	B. & S.	5 October
do	Delta	P. & O. Co.	10 October
do	Chinhuu	B. & S.	10 October
do	Anhui	B. & S.	12 October
do	Tjipanas	J. C. J. L.	Quick despatch

Notice

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.
(CAPITAL PAID UP, \$1,250,000.)
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
Rates and Particulars on application.
THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Undertakes and Executes.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th March, 1908.

Convict's Widow gets £200,000
The widow of Christopher Col-
umbus Wilson, the former
"Wireless King" who died in
the Federal Prison at Atlanta Ga.,
recently, it is stated, will come
into a fortune of £200,000 which
Wilson is believed to have hidden
before the exposure of his opera-
tions in United Wireless stock.
Mrs. Wilson was formerly a
stenographer in Wilson's office.
After his indictment in 1910, and
therefore, was prevented from be-
coming a government witness
against him.

To Sail

THE AMERICAN & ORIENTAL
LINE.
FOR BOSTON & NEW YORK via
SUEZ CANAL.
(With liberty to call at the Malabar
Coast).
THE Steamship
"JESERIC"
Captain White, will be despatched as
above on SATURDAY, the 28th
October.
For Freight apply to
ARNOLD, KARBURG & CO.,
General Agents,
Hongkong, 19th Sept., 1912. [878]
Regular Steamship Service
With liberty to call at the
Malabar Coast.
PROPOSED SAILINGS FROM HONGKONG
FOR NEW YORK
S.S. "PATHAN" ... On or about
8th Oct.
For Freight and further information,
apply to
DODWELL & CO., LTD.,
Agents.
Re-steamers, 2nd Sept., 1912. [889]

SHANTUNG SILK FOR
SALE.
WING TAI LOONG.
CHEEFOO SILK FOR SALE.
VARIOUS
SELECTED
FINEST QUALITY.
To be obtained at Moderate Prices
from the HONGKONG BRANCH
WING TAI LOONG
181, Des Voeux Road, Central,
Hongkong.
Hongkong, 24th Sept., 1912. [893]

MOVEMENTS OF

STEAMERS.

VESSELS ADVERTISED TO

DEPART TO-MORROW.

For	Vessel
Australia	Prinz Waldemar
Haiphong	Hongkong
Straits, etc.	Hamsang
Amoy	Paoting
Philippines	Loongsang
Macao	Sol Tai
Swatow, etc.	Pitsanok
Monteagle	Monteagle
Caylon	Caylon
Belgravia	Belgravia
Colombo-Marina	Koerber
Lisbon	Lisbon

VESSELS ADVERTISED TO

ARRIVE TO-MORROW.

From	Vessel
Hankow	Belgravia
Manila	Rubi

AMERICAN MAIL.

The P. M. S. S. Co.'s Mongol
called from Yokohama for this port via
Manila on Wednesday, the 2nd ult.,
between 10 a.m. and noon. Her mails
have been transferred to the E. & A.
Co.'s s.s. St. Albans.
The P. M. S. S. Co.'s s.s. Korea
which left here on the 3rd ult., arrived
at San Francisco on the 30th ult.
The T. K. K. s.s. Chiyo Maru
arrived here on Friday, the 27th ult.,
and will leave for San Francisco via
Japan ports and Honolulu on Saturday,
the 6th inst.

The T. K. K. s.s. Nippon Maru left
Honolulu for Yokohama on the 27th
ult., and is expected here on the 18th
inst.

The T. K. K. s.s. Tenyo Maru left
San Francisco for Hongkong via
Honolulu, Japan ports and Manila on
the 27th ult., and is due here on the
28th inst.

The T. K. K. s.s. Shinyo Maru left
Honolulu for San Francisco on the
1st inst., where she is due on the 7th
inst., and leaves again for Hongkong
on the 19th inst.

CANADIAN MAIL.

The C. P. R. Co.'s s.s. Empress of
Japan left Yokohama for Victoria and
Vancouver, B.C., on Wednesday, the
25th ult., at 6 a.m.

The C. P. R. Co.'s s.s. Empress of
India left Vancouver, B.C., for
Hongkong (via usual ports of Call)
on Thursday, the 26th ult., a.m.

GERMAN MAIL.

The I. G. M. s.s. Kleist which left
here on Thursday, the 5th ult., at 10
a.m., arrived at Genoa on Wednesday,
the 2nd inst., noon.

AUSTRALIAN MAIL.

The I. G. M. s.s. Coblenz left
Sydney on Saturday, the 21st ult., at
11 a.m., and may be expected here on
or about Monday, the 14th inst.

The E. and A. s.s. Eastern left
Sydney on the 26th ult., for this port,
via Queensland ports, Port Darwin,
Timor and Manila.

MERCHANT STEAMERS.

The Barber Line s.s. Wray Castle
sailed from New York on the 18th
July, for Hongkong via the Straits.

The Barber Line s.s. Manchester
Castle sailed from New York on the
25th July, for Hongkong and the Far
East.

The s.s. Egremont Castle sailed from
New York on the 12th ult., for the
Far East.

The s.s. Glenisne passed the Suez
Canal on Tuesday, the 17th ult., for
Hongkong via Straits.

The H. A. L. s.s. Belgravia left
Hankow on the 30th ult., a.m., and
may be expected here on or about the
5th inst., a.m.

The Swedish East Asiatic Co.'s s.s.
Peking left Sues on the 29th ult., and
is expected to arrive here on or about
the 23rd inst.

The s.s. Iechia left Singapore for this
port on Monday, the 30th ult., and
may be expected here on or about the
7th inst.

The T. K. K. s.s. Buyo Maru
will leave Hongkong for South America
via Japan ports and Honolulu on the
4th inst.

The T. K. K. s.s. Hongkong Maru
left Manila for Hongkong on the
29th ult., and is expected here on the
19th prox.

The T. K. K. s.s. Kiyu Maru arrives
at Callao from Salin Cruz on the 3rd
inst., and leaves again for Iquique on
the 7th inst.

The I. C. S. N. Co.'s s.s. Foonhing,
from Guaymas, (Mexico) is due at
Hongkong on the 21st inst.

The I. C. S. N. Co.'s s.s. Ohsang,
from Chinwanto, is due at Hongkong
on the 7th inst., and leaves for Ohi-
wanto on the 17th inst.

The I. C. S. N. Co.'s s.s. Kwong-
sang, from Shanghai, is due at
Hongkong on the 6th inst. and leaves
for Shanghai on the 18th inst.

The Shire Line s.s. Flintshire, from
London is due at Hongkong on the
9th inst. She passed Canal on the
10th ult.

The O. S. K. s.s. Panama Maru
from Tacoma left Shanghai for this
port on the 3rd inst., a.m., and is due
here on the 6th inst., p.m.

The s.s. Fubi left Manila on
Wednesday, the 2nd inst., and is due
here on or about Saturday, the 6th inst.,
daylight.

The Dilwara from Calcutta left
Singapore on Wednesday afternoon,
and may be expected here on or about
the 8th inst., p.m.

The Danish s.s. Indien left Sabang
on Tuesday, the 1st inst., and may be
expected here on or about Wednesday,
the 9th inst.

The Ber. Line s.s. Beuchat, from
Leith and London, left Singapore on
the 3rd inst., for Hongkong.

HOTEL LISTS.

HONGKONG HOTELS.

Astrup, O.	Rubis, Dr.
Allen, O. H.	Lehnert, G. F.
Andell, T. A.	Lloyd, G. T.
Barber, A. T.	Mackenzie, A.
Beaumont, G. A.	Madden, J.
Bell, O. D. J.	Mardist, Dr. O.
Bena, G. A.	MacIntyre, Mr. &
Blanch, Mr. and	Mrs. N. F.
Mrs. N. F.	Mansfield, E. D.
Boscher, H.	Marker, H. L.
Braunshildt, P.	Matheson, Mrs. R.
Bryce, Mrs. W.	T. & Child
Buechner, O.	McKenny Dr. C.
Chase, J. V.	W.
Chase, Mrs. E. R.	Mohta, K. E.
Chase, P. W.	Melcher, I.
Claxton, A. A.	Mesochi, J.
Cohen, S. K.	Mickle, D. M.
Cooper, W. A. J.	Mulder, Mr. and
Crocker, Miss	Mrs. J. D. F.
Curry, G. P.	Moore, Miss Byron
Davis, O. H.	Morris, J.
Davis, J. A.	Nottingham, Capt.
Davis, Mrs. H. C.	Mrs. F. D.
DeFor, C.	Orstein, L.
Deroncker, P.	Palmer, Miss D.
D'Oetinger, P.	Pishagen, H.
Douglas, Mrs. R. H.	Randall, Dr. L. F.
Drew, W. C.	Ray, E. H.
Ehrenfeld, Mr. and	Reay, Miss F.
Mrs. H. C.	Reber, F.
Everell, H. J.	Reich, Chas.
Fablander, W.	Remst, Mr. and
Fahy, Mrs. O.	Mrs. & maid
Fisher, F. G.	Ro-senfeld, D. L.
Fowler, E. A. S.	Ross, Mr. & Mrs.
Freuch, Mrs. & child	G.
Fuller, Dr. and	Rucker, Mr. and
Gane, J. N.	Mrs. R. H.
George, Mr. & Mrs.	Scotson, Jas.
F. J.	Scholkow, W.
George, Miss	Smith, E. E.
Gordon, A. G.	Solomon, H. H.
Gordoun, V.	Stegen, L. Vanden
Gould, Mr. & Mrs. J.	Sutherland, P. D.
Granger, I.	Square, Miss
Graham, D. M. G.	Spitt, Mr. & Mrs.
Grimshaw, R. J.	G. H.
Guntach, Dr.	Taylor, J. C.
Haffin, Mrs. J. R.	Vermeil, G.
Hall, Capt. T. P.	Vollbrecht, E.
Hall, Wm.	Vollbrecht, Mrs. E.
Harbord, W. T.	Watkins, H.
Harris, W. C.	Whamond, D. M.
Holloway, Mr. and	White, Mr. & Mrs.
Mrs. J.	H. L. H.
Hope, E.	Whitmarsh, A.
Hough, Dr. S.	West, Mr. & Mrs.
Innes, Capt. R.	H. L.
Jackson, Mr. and	Wodtke, Von
Mrs. J. P.	Wood, G. G.
Jedries, W. C.	Woodbury, Mr. &
Kadoorie, Mr. and	Mrs. E. B.
Mrs. E. S.	Wright, Mr. and
Kear, Mrs. O. R.	Mrs. J. F.
Kent, Capt. W. E.	Young, J. A.
Komor, S.	

ASTOR HOUSE.

Alonso, F.	Leon, B.
Arnold, J. B.	Ingelby, V.
Beach, Oliver	Luna, Dr. J.
Biot, L.	Morton, Mrs. S.
Burdick, H. H.	Nataly, Mr. and
Bryant, J. D.	Mrs. H.
Chen, H. Y.	Olson, C. G.
Chopard, F. A.	Olson, Mrs. C. G.
Cornuel, P.	Pearce, Mr. and
Cosgrave, D. N.	Mrs.
David, J. A.	Perez, F. R.
Fischer, Jos.	Rodriguez, J.
Frank, E. A.	Scott, J. A.
Gagnon, A. E.	Sypse, I.
Greenwood, F.	Tam Boe-lit
Kern, E.	Torresnegui, F.
Kosaroff, Miss	Varice, Miss E.
Leacard, Comdr.	

KING EDWARD HOTEL.

Dr.	Moak, Mr. & Mrs.
Lieut.	McHugh, Mr.
	Mrs. F. E.
son, W. A.	Mody, Mr. & Mrs.
Edt, Capt. W.	J. H. N.
	Monie, A.
R. F.	Murray, M. F.
er, F.	Pasmore, Capt.
Edt, Mrs.	Mrs.
H.	Ramsey, Mrs.
H. E.	Schmitt, Mr.
Edth, Mr. & Mrs.	Mrs.
H. E.	Stiles, Dr. A.
H. E.	Spurge, H.
son, Geo.	Stewart, C.
H.	Mrs. Allen
A. E.	and children
Mr. & Mrs.	Switzerland, Mrs.
	W. A.
Capt. and Walker, D.	Wayne, H. E.
ly	Warner, Mrs.
Mr. an	Mrs. H. D.
and child	White, F. W.
G. N.	

Consignees

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship "Montrose" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns at Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 1st prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, 2nd Oct., 1912. 1720

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the Godowns at the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th of Oct., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of Oct., at 9.30 a.m.

All claims must reach us before the 1st of October, 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, 2nd Oct., 1912.

"GEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"

FROM ANTWERP, MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns at the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject to rent.

All Claims against the steamer must be presented to the Underwriter on or before the 14th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

JOSE, LIVINGSTON & CO., Agents.

Hongkong, 1st Oct., 1912. 1710

INDO-CHINA STEAM NAVIGATION CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 1st Oct., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 2nd Oct., 1912. 1709

Notice

THE SCIENCE OF ADVERTISING.

Advertising is both a science and an art. We have studied that science.

Do you know the ART?

Can you write a catchy ad.?—very few can.

A good ad. is one that catches the eyes, then holds the attention.

Can you do it? We can.

Let us write your ads. for you, insert them in any paper you fancy, but let us write them for you, we like it, that will be our recompense.

Choose your paper, put them in, watch results.

ADVICE:—Insert them in the paper with the largest circulation—that is the secret of judicious advertising.

All the papers have the largest circulation, if you doubt it, ask them; then tell us, what they tell you.

The other fellow is losing all the money.

True; that is the reason he is able TO KEEP UP the advertising rate!

THEY KNOW that the other fellow is losing money hand over fist, if YOU doubt it, ask them, they will tell you candidly; "It is quite true."

The cheapest ad. is the dearest. Why? do you know your business and ask why?

Do you advertise because of friendship? No?

To reach the people? Yes, yes, that is the reason and it can only be accomplished by

advertising in the paper that has the largest circulation. But if they all have the largest

circulation, I must advertise in all the papers? Quite so. If you think

SERVICE MATTERS.

General Barrow.

Gen. Sir Edmund Barrow, commanding the Southern Army, has arrived home from India on leave. Lieut.-Gen. Sir John Woon, of the Secunderabad Division, is officiating at Ootacamund until the end of October, when Gen. Barrow's term expires. Lieut.-Gen. Sir John Nixon will then take command of the Southern Army. R.G.A. Chief Instructor's New Appointment.

Col. H. L. Gardiner, who five months ago vacated his post as Chief Instructor at the School of Gunnery for Royal Garrison Artillery and Commandant at Lydd, has been appointed Colonel in Charge of Royal Garrison Artillery Records, in succession to Col. G. P. Triscott, D.S.O., who has taken command of the Western Coast Defences at Pembroke Dock.

Exchange.

Major R. Heinemann, 3rd Battalion Middlesex Regiment, has exchanged with Capt. A. G. Dawson, 76th Punjab.

Naval Position of Japan.

The Japanese Naval Department has revised the standard of the classification of warships and the following are the statistics published by the department:—

Battleships	10
Battle Cruisers	4
Cruisers	22
Coast Defence ships	21
Gunboats	8
Torpedo Destroyer	50
Torpedo Bots	55
Submarine Bots	12

A New Major General.

Major Gen. P. M. Carnegy, whose promotion has just been gazetted, is in command of the Jullundur Brigade. He served for nearly six years with the 67th Regiment (now the 2nd Battalion Hampshire Regiment) before joining the Madras Staff Corps 23 years ago. He then went to the 4th Gurkha Rifles the 2nd Battalion of which he subsequently commanded. Gen. Carnegy has the Afghan war, 1878-80, and seven other campaigns to his credit.

LEGISLATIVE COUNCIL.

Mr. Pollock's Plan for a Wireless Station.

The following is the continuation of the Legislative Council Meeting, held yesterday afternoon.

Wireless.

According to notice, the Hon. Mr. H. E. Pollock, K.C., moved:—

"That this Council has read with pleasure the statement of the Postmaster-General, made in the House of Commons, on the 7th of August, 1912, to the effect that it is the intention of the British Government to erect, at its own cost, a £60,000 Wireless Telegraph Station in Hongkong and that such Station is to be used for the transmission of commercial cables, but that this Council regrets to learn from the said statement that the erection of such a Station is to be postponed till a later date, and that this Council begs to most respectfully urge upon the British Government the desirability of such a Station being erected in Hongkong at the same time as the Singapore Station."

Mr. Pollock said:—Your Excellency, I beg leave to move the motion which stands in my name, and as the hon. members have the motion in detail before them, I will, with your Excellency's permission, ask them to take it as read. This motion of mine has reference to the very important subject of wireless telegraphy which, as your Excellency is aware, has formed the subject of questions and debates in this Council for something like two years past. But, sir, all the information that we have been able to get upon the subject has, until the last few weeks, been very much of a tentative and provisional character. In fact when I asked the question in the Council at our last meeting on Aug. 22 this year, as to whether the Government could give any information to the Council, with reference to the establishment of a wireless telegraph station in this Colony, the Hon. Colonial Secretary replied that the Government was not yet in a position to give any information on the subject. That, sir, was the position of affairs so recently as a few weeks ago. Since then, however, there has come out to the Colony the report of a debate in the House of Commons on August 7—the last day of the session—in the course of which debate the Postmaster-General made a statement with regard to wireless telegraphy which gave us some very useful and very interesting and also some very pleasurable information. It appeared, sir, from the speech of the Postmaster-General on that occasion that various important bodies such as the Cable Landing Rates Committee, the sub-committee for Imperial defence and the Imperial Conference had taken into their joint consideration the question of communication by wireless telegraphy throughout the Empire and it appears, sir, from the speech of the British Postmaster-General, as the result of the Conference, that whilst of course it would be necessary to provide for the sending of all the necessary naval and military messages which are required for defence purposes, it was still considered practicable that a considerable number of commercial messages should be dispatched and so thereby considerably reduce the cable rates between the different parts of the Empire.

Mr. Pollock proceeded to give the points of the Postmaster-General's speech and directed special attention to the observation:—"Later, it was contemplated a station should be erected in Hongkong, and possibly in West Africa."

It is therefore clear, went on Mr. Pollock, from the Postmaster-General's speech that with reasonable speed and celerity there is to be erected a chain of wireless stations extending from England in the west to Australia in the East, and he tells us that it is contemplated that a station will be erected at Hongkong; but he put in the words "later." In view of the importance of the colony as a centre for shipping, the unofficial members of the Council are unanimous in thinking that we ought to urge upon the British Government to carry out its intention to erect a wireless telegraph station in the colony not

"later" but at as early a date that it might be connected with the completion of the wireless telegraph station to be erected in the neighbourhood of Singapore. We consider that this is a matter of importance in regard to which the colony may fairly claim consideration from the amount of shipping which passes through it, it being the first port in the world as regards tonnage. We consider it desirable that this port should not be behind Singapore and the same treatment as Singapore should also be linked with England. That, sir, in the object of bringing this motion before this meeting of the Council. The unofficial members desire that in this matter there should be no question of postponement delay. They consider, now that we have got Mr. Herbert Samuel's statement in the House of Commons, now, that for the first time we have got something definite and tangible to lay hold of in the matter, now, that we see that it is contemplated by the British Government to erect these various stations coming to Hongkong, we think we ought to press the matter home and to state that we regard it of the utmost importance for commercial purposes that we should be linked up with Singapore.

After referring to the fact that the Marconi Company had entered into stringent guarantees as to the efficiency of their system, Mr. Pollock said:—

I think it is quite clear that in view of the stringent conditions that the Marconi Company has agreed that we may take it that for their own protection and in order that they may get the payment they will take care that very efficient service is put complying with that test of carrying messages for thousands miles. I think there should be no delay in the matter, that we should be put in the same place as Singapore and in that way we should be able to communicate by wireless easily with England and the other places in the chain on the route. And, sir, I would venture to hope that your Excellency and the official members of the council are equally anxious with us, that Hongkong should be included in the effective chain of wireless telegraph stations.

The Hon. Mr. C. H. Ross in seconding the motion said the motion was one that should commend itself to many of the members and all the unofficial members.

Wireless telegraphy was now a recognized means of communication not only between ships and the shore but also as an alternative to cables. He did not wish to deny the valuable services which had been rendered to the colony by the cable companies for they were indispensable but he thought that most of them would agree that their charges were far too high and if the high power station were only erected for the purpose of reducing the cable charges it would be well worth doing. They lagged behind with wireless telegraphy. They had it in Japan and the Philippines and even in parts of the neighbouring republic of China.

H. E. the Governor:—I am sure that you would all like to see Hongkong participating in any large scheme of Radio-telegraphic communication throughout the Empire but I think you must agree with me the Government cannot accept this resolution. In the first place the government has no information about the particular scheme, which is an imperial scheme, referred to in the resolution. In the second place the speech to which the hon. member referred was only the beginning of a debate in the House of Commons. We do not even know that the scheme has been adopted. In the third place, before the government can commit itself to any such scheme it would like to know of the details as to participation in the cost or otherwise from the station. We have no information about any of those matters and all I can do is to ask the Secretary of State for information about the scheme, to forward the resolution and the speeches of the hon. members who moved and seconded and to say that they are very desirous that Hongkong should not be left out of the scheme. I think, if I do that, the

object which the Hon. members have in moving and seconding the resolution will be met, and, as I do not wish to vote against the resolution, I would suggest to the hon. members that they withdraw it. I would merely add that, with reference to the hon. member's statement, as to a local commercial station, that if he turns to the local estimates he will see that we have provided a sum for that particular object.

The Hon. Mr. Pollock said he would agree to that course if the unofficial members of the Council had an opportunity of signifying their feeling in connection with the resolution, and, on all of them stating that they agreed with it, the resolution was withdrawn.

The Estimates. At the conclusion of His Excellency's Budget speech the following transpired:—

The Hon. Mr. Pollock:—When is your Excellency to move the second reading?

His Excellency:—If convenient to hon. members, in a fortnight, on the 17th. Is that convenient?

The Hon. Mr. Pollock:—Yes.

Other Business.

The Hon. Attorney General moved the Second Reading of the Ordinance to amend the larceny Ordinance, 1865. He explained that he desired the Ordinance to provide special powers to deal with the theft of electricity. He supposed when the ancient law relative to theft was originally promulgated electricity was unknown but modern requirements required corresponding changes in the law.

The Hon. Colonial Secretary seconded and the motion was carried.

The Hon. Attorney General moved the Second Reading of the Bill, entitled An Ordinance for the further relief of innkeepers, and in doing so said: The object of this Bill, sir, is to give the innkeeper a greater right over the property of the persons lodging in his hotel or inn than he has at present. The idea of the Bill is to enable innkeepers really, to have a substantial hold over those persons who are their guests, for the debts and costs which have been incurred by the innkeepers in connection with hotel visitors charges, particularly the right to sell articles which might have been left on the premises by the guests at the hotel or inn. This sale of perishable goods may be immediate, but in the cases of goods not perishable, must take place within certain specified times. In the second section the innkeeper is defined. In the third section is laid down the exact right that the innkeeper has over the property of the person.

The second reading was passed.

The Hon. Attorney General in moving the Second Reading of the Bill to amend the Post Office Ordinance, 1900, said he proposed that the words at the end of the clause should read, "No gratuities shall in any case be paid in cases of mails in transit."

The motion was carried.

The other motions standing in the name of the hon. Attorney General were passed.

His Excellency:—The Council is now adjourned until the 17th inst.

CHINA COAST GAZETTE.

Mr. W. Davies, chief engineer, Kiangshin, is on leave.

Mr. P. McIntyre, from leave, has gone chief engineer, Kiangshin.

Mr. T. Tomlinson, from leave, has gone chief officer, Kiangkwan.

Capt. S. V. Frigate, of the Kiangkwan, is on leave.

Capt. J. Halkett, of the Hainan, has gone master, Kiangkwan.

Mr. H. Frogatt, chief officer, Hainan, is acting master, same steamer.

Mr. S. Gibson, second officer, Hainan, is acting chief officer, same steamer.

Mr. O. Phillips has been appointed second officer, Hainan.

Mr. G. Banks, acting third engineer, Kiangfoo, has resigned.

Mr. O. Lind, second officer, Kiangshin, is awaiting orders.

Mr. R. Pettigrew has been appointed second officer, Kiangshin.

Mr. J. H. Davey, chief officer, Kiangkwan, has gone chief officer, Anping.

Mr. J. J. Mackie, chief officer, Anping, is on leave.

COMMERCIAL.

Gold Yield of Australasia.

The quantities of the precious metal won in the states of which complete returns are to hand and of the export from New Zealand during the month of June 1912, and for six months together with a comparison with the like periods in previous year, were:

	June.	Five ozs.
N. S. Wales	1911. 1912.	
Victoria	13,272 8,819	
Queensland	47,077 39,510	
W. Australia	34,018 27,789	
N.Z. Export (oz.)	116,987 108,143	

At the conclusion of His Excellency's Budget speech the following transpired:—

The Hon. Mr. Pollock:—When is your Excellency to move the second reading?

His Excellency:—If convenient to hon. members, in a fortnight, on the 17th. Is that convenient?

The Hon. Mr. Pollock:—Yes.

Other Business.

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The Hon. Colonial Secretary seconded and the motion was carried.

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The second reading was passed.

The Hon. Attorney General in moving the Second Reading of the Bill to amend the Post Office Ordinance, 1900, said he proposed that the words at the end of the clause should read, "No gratuities shall in any case be paid in cases of mails in transit."

The motion was carried.

The other motions standing in the name of the hon. Attorney General were passed.

His Excellency:—The Council is now adjourned until the 17th inst.

There has been a great drop in the paddy market since last month, the slump in Singapore and other Straits centres being reflected at Bangkok. The best white rice at Singapore in the middle of July was quoted at \$370 per coyan. But since then the market has been steadily declining, and the quotation to-day was \$265 per coyan, which shows the remarkably drop of about two thirds per cent. The price prevailing at present is the lowest recorded since March.

There is glut of rice at Penang and Singapore, due to the many cargoes shipped thither from various parts, notably Burma, in an endeavour to take advantage of the high quotation ruling recently, but with so much coming forward the bottom was knocked out of the market.

Yokohama Tea Trade.

The export of tea from Yokohama in 1911 showed a further decline from 5,460 to 4,340 tons, corresponding to an increase in the export from Shimidzu from 8,630 to 10,700 tons. The centre of the trade has now entirely shifted to Shimidzu, in which district all the firing, now largely in the hands of the Japanese, is done. Being only 13 miles distant from Shimidzu, the port of Shimidzu has an obvious advantage in point of proximity over Yokohama as a port of shipment, and though proposals have been made to lessen the freight on tea from Shimidzu to Yokohama in such a way as to make it still feasible to ship the tea at the latter port, (thus obviating the call by steamers at Shimidzu), the project seems to have fallen through, partly, no doubt, as a result of the not unimportant opposition shown to the scheme by the merchants of Shimidzu.

